

БЪЛГАРСКА АКАДЕМИЯ НА НАУКИТЕ
ЦЕНТРАЛНА БИБЛИОТЕКА

ПРИНОС КЪМ ИСТОРИЯТА
НА ТЪРГОВИЯТА
НА
ТУРЦИЯ И БЪЛГАРИЯ

ОТ

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С увод от акад. проф. ИВ. СТЕФАНОВ

VI

ФРЕНСКИ, НЕМСКИ И АНГЛИЙСКИ АВТОРИ

CONTRIBUTION A L'HISTOIRE
DU COMMERCE
DE LA
TURQUIE ET DE LA BULGARIE

PAR

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griechische Hände gehen. Der Handel kennt keine anderen Einschränkungen, als das Verbot der Ausfuhr (p. 189) unentbehrlicher Lebensmittel ins Ausland, welches jedoch allein in der Hauptstadt mit Strenge beobachtet wird. Der Kaiser hat das Monopol des Kornhandels, womit er jährlich mehrere Millionen gewinnt, indem die kornreichsten Provinzen ihm den 12. Teil des Ernteertrages nach einem Anschlag liefern müssen, der oft kaum das 9tel des laufenden Preises beträgt; auch müssen die Bäcker in Konstantinopel öfters 1/3 mehr Getreide kaufen, als ihr Bedarf verlangt. Nach dem Firman vom Jahre 1823 ist die türkische Flagge auf dem Schwarzen Meere vor allen anderen privilegiert; nur türkischen Schiffen ist es gestattet, das in den Häfen des Schwarzen Meeres geholte Getreide wieder an Bord anderer europäischer Schiffe, die nicht zu Fahrt auf dem Schwarzen Meere berechtigt sind, zur weiteren Ausfuhr zu verladen. Englische, französische, russische, österreichische, niederländische und sardinische Schiffe, die das Schwarze Meer befahren dürfen, können ihr Getreide nicht verladen, sondern müssen es an dessen Bestimmungsort führen. Schwedische aus dem Schwarzen Meer kommende Schiffe müssen ihr an Bord befindliches Getreide an die Pforte abliefern. Nach einem anderen Firman von demselben Jahre sind den türkischen Kauffahrern verschiedene Privilegien in Rücksicht des Zolls erteilt; alle türkischen Schiffe, die nach christlichen Ländern fahren, oder von da kommen, entrichten einen Zoll von 3 p. C., und der 4. Teil des alten Tarif wird den mittelst Mietung befrachteten Schiffen erlassen. Im Jahre 1819 hat die Pforte den spanischen und dänischen Schiffen dieselben Zoll- und Handelsvorrechte wie den österreichischen und den neapolitanischen die Handels- und Zollvorteile der französischen Schiffe bewilligt. H a u p t h a n d e l s p l ä t z e und H a f e n sind: Konstantinopel, Thessalonich, Warna, Skutari, Durazzo, Napoli di Romania, Sophia, Adrianopel, Canea, Bukarest, Belgrad, Rustschuck, Smyrna, Haleb, Damask, Angora, Bursa, Erzerum, Bagdad, Mosul etc. Isdin in Egribos, Ostromdscha in Konstandil, Islemje in Nikopoli, Haleb, Damascus, Mossul, Mardin, Karahissar und Guselhissar haben die wichtigsten Märkte. K a r a w a n e n gehen aus Persien mit persischen und indischen Waren durch Armenien über Erzerum nach Kleinasien, über Cerasonte nach Tokat in Siwas, von wo ein Teil nach Ismid und der andere über Angora nach Smyrna geht; von Basra nach Haleb und Mosul; von Haleb nach Ägypten; von Konstantinopel durch Kleinasien über Damask und von Bagdad nach Mekka und zurück. Außer diesen Handelszügen gibt es keine Verbindung der entfernten Orte, keine Posten (deren Stelle die öffentlichen Eilboten, Tataren genannt, vertreten, die bei Hofe, bei der Armee und den Statthaltern der Provinzen angestellt sind und z. B. (p. 190) von Konstantinopel nach Bagdad d. i. 1500 engl. M. in 9—10 Tagen zu Pferde reisen), und Fuhrwerke, selbst keine Gasthöfe, da die Karawanenserai's nur Obdach geben. — Buch und Rechnung wird nach Piastern geführt, die jetzt nur 40 Kr oder 10 Gr 8 Pf. wert sind; sie zerfallen in 40 Paras oder 120 Aspern. Größere Summen werden nach Beuteln gerechnet, deren jeder 500 Piaster oder 3334 Fl. hält. Die Türken haben ihre eigenen Münzen; aber die neuen goldenen Münzen haben ein um 20 Prozent verringertes Schrot (Gewicht), sind 19 karätig und werden zu 10 Piastern ausgegeben; die bisherigen Mahmudies gelten 12 1/2 Piaster.

Alexander, J. E.

Travels from India to England; comprehending a visit to the Burman Empire, and a Journey thorough Persia, Asia Minor, European Turkey, etc. In the Year, 1825—1826. . . .with Maps and Plates . . . London, Printed for Parbury, Allen, and Co., 1827. XVI—1 f. — 301 p.

C h a p. 14. Constantinopel. Visit to the British Ambassador. Dragomans. Leave Constantinopel. Camparookchees. Locusts. Enter Bulgaria. Carnabad. Sheumla. Rooshook. Enter Wallachia. Buckarest. Description of the City and its Inhabitants. Leave Bucharest. The Carpathian Mountains. Rothen Thurn. Quarantine. Hermanstadt. Vienna. Frankfort. Cologne. Brussels. Calais. Paris. Arrival in England, p. 242—257.

(p. 246) On the 23^d [October 1826] we entered Bulgaria, the peasants of which are Christians, but half the population of the towns is Osmanee. This is a very wild but beautiful part of Europe. Where the country is not covered with oak forests, it is well cultivated. In the oak-woods through which we passed there are vast numbers of wild hogs: of these the Bulgarians make the finest hams in the world. . . .

(p. 247) The towns through which we passed were particularly clean and neat, with large clocks on the minarets. After a march of twenty-two saut (eighty-eight miles), we slept in a Bulgarian cottage. Nothing could exceed the cleanness of the habitation: the walls were

wattled, the interstices filled with mud; inside they were neatly plastered. The mother of the family and grandmother were dressed in chemises, white as the driven snow; their petticoats were of a dark stuff: round the head and under the chin was tied a white handkerchief. Two or three whitw-headed children lay opposite the fire on a rug, and the infant slept on a quare board suspended to a beam by four strings. The master of the house was dressed in brown, with a skullcap edged with black fur on his head. They were most attentive and civil to us: the young mistress of the family pulled off our boots, and placed before us the best fare the house afforded.

We rode on the 24th four saut, to Carnabad, a town of some size (p. 248): from thence sixteen saut to Sheumla, in all eighty miles. Our unfortunate fellow of a servant, a Venetian by birth, whom we had engaged at Pera, now began to exhibit symptoms of insanity, in consequence of the excessive fatigue, to which he was unaccustomed. He said piteously that we had brought him here to kill him; that he should certainly die that night, and wanted a confessor.

We passed next day through a country abounding in game, particularly pheasants; and in the evening came in sight of the darkrolling Danube. We slept on its banks in the fortified town of Rooschook. . . In Rooschook there was a great deal of plague; in fact, it was flying about every where in the dominions of the Grand Seigneur. . . .

(p. 249) Having crossed this noble stream, half a mile in breadth, in a large single-masted boat with a projecting prow, we entered Wallachia, and mounted (for Bucharest, the capital, distant twelve saut) the most horrible conveyances that were ever contrived for jolting the soul out of the body of a poor sinner.

Hammer, Jos.

Geschichte des Osmanischen Reiches, grossentheils aus bisher unbenützten Handschriften und Archiven durch. . . Pest, C. A. Hartleben's Verlage, 1827—1835. 10 Bde. Mit Karten.

9. Bd. p. 277—302: Verzeichniss der Kapitulationen, Friedensschlüsse, Handlungsverträge und anderen Traktate des osmanischen Reiches, von der Gründung desselben bis zum Frieden von Kainardsche i. J. 1774.

p. 303—334: Verzeichniss der Gesandtschaften fünfzig europäischer, asiatischer und afrikanischer Mächte an die Pforte, und von dieser an dieselben, von der Gründung des osman. Reiches bis zum Frieden von Kainardsche. In alphabetischer Ordnung der Mächte.

Huetz, J.

Beschreibung der Europäischen Tuerkei, nebst einer allgemeinen Uebersicht des ganzen Tuerkischen Reichs. Nach den vorzueglichsten Huelfsquellen bearbeitet von . . . Muenchen, 1828. VIII—387 p.

Inhalt:

Allgemeine Übersicht des Türkischen (Osmanischen) Reichs: Lage, Grenzen, GröÙe und Menschenzahl, p. 1; Einwohner, p. 2; Staatsverfassung und oberste Verwaltung, p. 42; Innere Verwaltung, p. 45; Finanzen, p. 57; Kriegsmacht, p. 61. — Beschreibung des Türkischen (Osmanischen) Reichs in Europa: Lage, Grenzen, GröÙe und Menschenzahl, p. 64; Beschaffenheit der Meere und Küsten, p. 72; Gebirge, p. 81; Gewässer, p. 106; Moore und Sümpfe, p. 133; Wälder, p. 134; Ebenen, p. 136; Boden, p. 138; Klima, p. 141; Naturprodukte, p. 148; Kunstfleiß, p. 164; Handel, p. 167; Münzen, Maße und Gewichte, p. 171; Vorzügliche Orte, p. 174; Hauptstraßen, p. 292; Die Inseln, p. 320.

(p. 167) H a n d e l. Der Handel des Türkischen Europas teilt sich in Binnenhandel und Außenhandel.

1. Der Binnenhandel bedeutet wenig und befindet sich ganz in den Händen der Armerier, Griechen und Juden, die alle Zweige desselben an sich gerissen haben und zum Teile die

Les villes maritimes les plus commerçantes sont: Constantinople, Salonique, Gallipoli, Enos et Varna dans l'Empire Ottoman; Syra, Hydra, Nauplia et Patras dans le nouvel Etat de la Grèce; Zante, Corfou et Argostoli dans la république des Iles ioniennes. Parmi les places les plus commerçantes de l'intérieur de l'Empire Ottoman, on doit nommer Andrinople, Bosna-Seraï et Janina; et dans les principautés, Belgrade en Serbie, Bukarest en Valachie et Galatz en Moldavie.

Boué, A.

Remarks on the Scenery, Antiquities, Population, Agriculture, and Commerce of Central European Turkey. By . . . Communicated by the Author in a Letter to the Editor. — The Edinburgh New Philosophical Journal. Vol. XXIV. Edinburgh, 1838, p. 121—131, 237—251.

Part I: Scenery and Antiquities, p. 121—131.

Part II: Population, Agriculture, and Commerce, p. 237—251.

(p. 245) In Agriculture the Bulgarians seem to be farther advanced than the Servians, for the former have fine gardens, and cultivate more culinary plants than the latter, who are contented with maize, corn, kidney-beans, water-melons and the common fruits. On chief branch of agriculture in Servia, and some parts of the country occupied by the Wallachians, is the cultivation of plum-trees for making brandy. For this reason the villages in Servia often seem to be surrounded with forests of plum-trees. In Bulgaria, and especially in Macedonia, these trees are not cultivated; because, the country being warmer, vines are more plentiful. In Servia the occurrence of vast forests of oak and wild pear trees has given rise to the rearing of pigs on an extensive scale. These animals are constantly in the woods; and the Servians export such numbers of them to Austria, that this trade forms their greatest revenue. The Austrian government could do them a great deal of harm by prohibiting it; but in that case the price of pigs would rise greatly in Hungary and Austria, where pork is much used by the common people. In the other parts of Turkey pigs are occasionally seen, but never in such numbers; nor indeed could they always be reared on the same extensive scale, owing to the want of large forests.

The Bulgarians have a great talent for irrigation, and for this purpose they conduct the smallest streams of water from great distances: but they too often destroy the roads by using them as channels for the water. They cultivate maize, corn, the vine, cotton, plants for dying and for making oils, a little rice, etc. The vineyards afford a good fiery red wine like that (p. 246) of Cahors. The cultivation of the olive-tree is only to the south of Salonichi, and is chiefly in the hands of Greeks.

They plough with oxen, which have their heads placed in two square peaces of wood. The hay is kept in the open air either in large piles or on low trees, on the branches of which wooden frames are sometimes placed. Considering the activity of the Bulgarians, it is quite certain that if they were under a wiser administration, all the ground which could be cultivated in Turkey would soon be covered with the most luxuriant crops. At present these are seldom met with; as they occur only in some of the great valleys; in other parts too many thistles are to be seen in the corn-fields. The hiring of men and women from the high lands for the labours of the harvest is a general custom; and in summer one meets large bands of young women and men travelling about. The Bulgarians, like the Servians, do not seem to understand the proper management of land by a rotation of crops; and for this reason fields sometimes remain uncultivated for years. Potatoes are unknown throughout the whole of Turkey with the exception of Montenegro, where they were introduced above twenty years since by the late Valadika Peter Petrovich. The art of improving the quality of fruit-trees seems also to be very little known in Turkey, and scarcely any thing is known about the proper application of manures to the soil. Lastly, throughout the whole of Turkey, no care whatever is taken of the forests; a circumstance which requires the serious attention of the Turkish government, particularly in regard to the mining districts, as, from want of wood, owing to the present careless way of cutting down the trees, some of the mines may soon become useless. There is much more wood in northern than in southern Turkey; but even there people should not be allowed to commit such havoc in the finest oak-forests. The largest trees are burnt down below by travellers or shepherds merely for the sake of a fire; and the trees afterwards fall upon the road or in the forest or perhaps rest suspended on other trees, nobody paying any attention to them.

Some trees remain half burnt, and occasionally parts of the forest catch fire from carelessness. No regulation is enforced as to the cutting of the trees. It is said that some regulations have been made in Servia to remedy (p. 247) these evils, but they are of little avail, as the custom has been so long continued. In Southern Turkey many places are already devoid of wood; and, where the country is hilly, the water carries away the vegetable earth, and there only remain bare rocks and dry beds of streams, as in so many parts of France, which, from like causes, present the same barren appearance. The Servians and Bulgarians are accustomed, like the Italians, to take a siesta during the hottest time of the day; but the climate almost renders it necessary, and they cannot therefore be called lazy: indeed, the soil is so rich that they do not require to work so hard as the Germans.

The Commerce of Turkey is chiefly in the hands of the Armenians, Jews, Greeks, and Bulgarians. All the various merchants, with the exception of the Servian, have correspondents in many of the commercial parts of Europe, and elsewhere; but the Servian is less inclined to commerce than to agriculture; and, if he does enter into trade, so soon as he has made a little money in foreign countries, he returns to Southern Hungary or Servia. The Armenians are worse than the Jews, and hate the Greeks and Servians; but the Turks reckon them most faithful servants. It is well known in what way the Armenian bankers in Constantinople dispose of the revenues of the state, and keep the Pashas in a sort of dependence, which is most injurious to the interests of the state and the happiness of the people. If Sultan Mahmud succeed in effecting a change in the financial part of his administration, he will have cut the gordian knot, and will easily get the better of other difficulties.

It is astonishing to see the high interest at which Armenians and Jews lend their money, by taking advantage of the misery of the people, and their inability to pay the exactions of the Turks. The very men who sometimes urge the Pashas to levy an extraordinary tax are those who derive most benefit from it; and, from receiving in pledge the crops and other things, they may with justice be called the *leeches* of Turkey. I conversed with one very rich Jew at Monastir, who told me that he lent money to the merchants at 25 per cent per annum, and to the Albanians at 25 per cent per month! He mentioned that he seldom lost money, and was never robbed on the high way; a (p. 248) fact confirmed to me by the bankers in Vienna who trade with Turkey. This person was living in a small house, the walls of which were so bad that they could have been easily knocked down by a hammer, and yet his money-chest was perfectly secure. The trade of Turkey seems to be always in favour of this rich country. The chief exports are cotton, some silk and a great quantity of wool, leather or skins, oil of various kinds, and leeches.¹ For the home market they manufacture woollen and cotton cloth, silk and cotton stuffs, carpets, shawls, and some coarse iron instruments, made at Egri Palanka, Vrana, and Somakov: at which latter place there is a manufactory of iron balls. They receive from foreign countries all their paper, earthenware and a small quantity of porcelain glass, a great variety of iron articles even of the coarser kind, such as sickles, etc., a great quantity of dyed woollen, cotton and silk stuffs, watches, musical boxes, and various kinds of musical instruments. The Turkish trade seems to be chiefly enjoyed by the Austrians and English: French goods are scarcely seen at a distance from the maritime districts; but there the higher orders are for the most part supplied from France with articles for the toilette. I am surprised that no one has yet tried to export the best qualities of red wines, which seem admirably adapted to the English and northern taste. In the country a bottle of wine costs only two or three sous (French); and it has no taste of goat skins like the common Greek and Spanish wines. At Samos there is an excellent Muscat wine, which costs only five sous per bottle at Salonichi. . . .

Steinbuechel, A.

Neueste Dampfschiffahrt von Wien nach Trapezunt oder die grosse Donaustrasse zu einem der reichen Ursitze des asiatischen Welthandels von . . . Wien, Carl Gerold, 1838, 125 p.

(p. 9) . . . Das Schwarze Meer wurde zum Pontus Euxinus, dem vorzugsweise gastlichen, viel befahrenen Meere. Aus ganz Griechenland richteten dahin ihren Lauf Flotten von Handelsschiffen, alle kleinerem und größeren Städte und Staaten Griechenlands nahmen an dieser Bewegung Teil; sie brachten hochgefärbte Kleidungs-

¹ The trade in leeches is already extended to Asia Minor; and at Semlin, vehicles are always ready to convey them onwards. The leeches from Bosnia and Albania are sent to Trieste or Italy; and the marshes in which they are found are let at an annual rent.

(p. 132) Am Donaustrome in Dschurdsuevo oder Ruschtschuk müssen alle türkische Untertanen, Griechen, Armenier, Juden, Wallachen usw. ihre Reisekarten vorweisen: sobald es aber heißt (p. 133) N i a m t s (ein Deutscher), M o s k o v (Russe), F r e n z u s (Franzose), I n g l e s etc., so wird nicht einmal darnach gefragt, und man ist auch des Zahlens enthoben, was den Eingeborenen nicht zu statten kommt. Schiffe, die diesseits der J a n t u r a, welche sich in die Donau ergießt, geladen sind, erlegen ihren Zoll in R u s c h t s c h a k. Den Salzkarawanen, die aus der W a l l a c h e y kommen, werden 10 Salzstücke von 100 abgenommen; davon kommen 4 dem Zollamte, 3 dem Vesire und wieder 3 dem Ärarium (M i r i) zu. Von den Mautgebühren sind die Gesandtschaftskuriere ausgenommen. Musulmanen, die mit Zeugen und Stoffen nach der W a l l a c h e y handeln, geben 3, nicht-mohamedanische Untertanen 4, Fremde 3 pr. Cent. Von den Donaufischereien werden 25 pr. Cent entrichtet.

(p. 224) Aber da bietet sich meinem Auge ein noch schöneres Schauspiel dar. Eine ganze Heerde gepackter Kameele naht mit gravitätischen Schritten in einer langen Reihe heran. Nebenher gehen ihre Treiber zu Fuß, und viele Packpferde sind unter die seltsamen Tiere gemischt. Das sind die berühmten Karavanen des Orients, die man merkantilische Armeen heißen könnte, die alle Stapelplätze der Türkei durchziehen, und dieses Land mit Europa in Verbindung bringen. Von Adrianopel nach Konstantinopel braucht die Karavane gewöhnlich 4—5 Tage.

Dearborn, H. A. S.

A Memoir on the commerce and navigation of the Black Sea, and the trade and maritime geography of Turkey and Egypt. By . . . Boston, Wells and Lilly, 1819. 2 vol. XXIX—376 p.; VIII—414 p. Ill. with Charts.

Contents:

V o l. I: Preface, p. IX; A list of the works from which this memoir was compiled, p. XI, Introduction, p. XV; The history of the commerce of the Black Sea; Turkey. Turkey in Europe; Turkey in Asia; Territories of Turkey on the Black Sea. Rumelia; Bulgaria; Anatolia; Anatolia Proper; Amasia; Territories of Russia on the Black Sea and Sea of Azof. The Government of Bessarabia; The Government of Cherson; The Government of Taurida; The Government of Georgia.

V o l. II: Nautical observations on the Black Sea and Sea of Azof; Navigation from Constantinople to Cherson, Odessa, and the Ports of the Crimea, p. 12; Navigation from Constantinople to Taganrock, p. 19; Navigation in returning from Cherson, Odessa, and Taganrock to Constantinople, p. 20; The Sea of Marmora, p. 23; Islands in the Sea of Marmora, p. 34; The Dardanelles, p. 38; Dominions of Turkey without the Hellespont; Anatolia, p. 47; Karamania; Syria, p. 120; Albania; Livadia; The Morea; Eastern Livadia; Thessaly, p. 199; Macedonia; Turkish Islands; Tenedos, p. 231; Mitylene; Scio, p. 240; Samos, p. 247; Nicaria, p. 249; Patmos, p. 250; Lero, p. 252; Calamo, p. 253; Stancho, p. 254; Rhodes, p. 256; Candia; Scarpanto, p. 272; Milo, p. 273; Argentera, p. 277; Siphanto, 278; Serpho, p. 279; Thermia, p. 279; Policandro, p. 280; Sikino, p. 281; Santorin, p. 281; Nio, p. 285; Naxia, p. 287; Paros, p. 291; Amorgo, p. 294; Nanfio, p. 295; Stanpalia, p. 296; Zia, p. 297; Syra, p. 298; Myconi, p. 299; Delos, p. 300; Tino, p. 302; Andros, p. 304; Hydra, p. 306; Negropont, p. 307; Skiro, p. 309; Skiato, p. 310; Scopelo, p. 310; Tasso, p. 312; Samothraki, p. 313; Imbro, p. 313; Lemnos, p. 314; Cyprus, p. 316; Egypt, p. 329; Description of monies, weights, and Measures; Turkey, p. 393; Smyrna, p. 397; Aleppo, p. 399; Damascus, p. 400; Acre, p. 400; Partas, p. 401; Cyprus, p. 402; Canea, p. 403; Sayd, p. 403; Russia, p. 404; Alexandria, p. 408; Cairo, p. 410; Suez, p. 411; Judda, p. 411; Mocha; Persia, p. 413.

Vol. I (p. 182) Wool forms the principal article of exportation from Constantinople, and the second from all the Levant. It is estimated that the price of the wools which the French merchants have sent to Marseilles amounted in some years from 1 500 000 (p. 183) to 2 000 000 livres. They come from the environs of the Bosphorus, from the Propontis, and from the Hellespont, as well as from Rumelia, Bulgaria and the southern coast of the Black Sea. The slaughter houses of the city alone furnish a considerable quantity.

In Turkey are bred two sorts of sheep, that with a broad tail, and that with a common tail. The former is the larger, its fleece is less fine, and its tail receives such a quantity of fat, that it sometimes weighs upwards of ten pounds. The wool of the plain-tailed sheep of Bulgaria, which comes to Constantinople by the way of Varna, is the most esteemed.

(p. 199) *Burgos*, or *Bourgaz*, situated at the head of the gulf of *Bungos*, or *Foras*, is a considerable place, and has a large trade with Constantinople, whither it exports wool, woollen cloths, buffalo hides, iron, corn, butter, cheese, and wine.

The gulf of *Burgos*, limited on the south by *Cape Emeriah*, is between four and five leagues wide, and runs in nearly the same distance. Beside *Burgos*, it has several good anchoring grounds, for the largest ships; the principal of which are *Sizeboli*, *Tchingana*, *Ahiolu*, and *Messouri*.

Sizeboli, the ancient *Apollonia*, stands on a peninsula, and offers the best road where men-of-war can moor. It is inhabited solely by Greeks, who export wood and wine.

(p. 200) *Tchingana*, is a modern Turkish village, and exports a great deal of timber and wood. The road is tolerably well protected, but dangerous on account of its loose bottom.

Ahiolu, is surrounded with salt marshes furnishing salt of an inferior quality, the revenue of which belongs to the Grand Seignior.

Messouri, the site of the ancient *Messembria*, on the north shore of the gulf, is on a peninsula surrounded with rocks, and accessible only by an isthmus, which being very low and narrow, is overflowed by the sea, during violent storms. Small vessels are built there entirely of the oak of the neighbouring country.

Bulgaria

(p. 201) *Bulgaria* is bounded on the north by the *Danube* and *Walachia*, on the east by the *Black Sea*, on the south by *Mount Haemus*, which separates it from *Rumelia* and *Macedonia*, and on the west by *Servia*. It was formerly called the *Lower Moesia*, but derives its present name from the *Bulgarians*, by whom it was conquered. Its extent is about two hundred and eighty miles in length, and one hundred and eighty in breadth. The country in general is mountainous, but the plains and vallies, wasched by the *Danube* and the rivers that flow into it, are rich and fertile, and produce corn and wine in great abundance. The mountains too, are far from being barren, and in particular afford excellent pasturage. Thus, that of *Stara Planina*, though bare and desolate towards its summit, is eitremely fertile in the middle and lower regions. The inhabitants are mostly christians of the Greek church; they are mixed, however, with *Mahometans* and *Jews*. Their language is the *Slavonic*. The present inhabitants, though descended from ancestors, who distinguished themselves by their martial achievements, are occupied in graziery, agriculture and mechanis. This country is famous for a gate constructed by the Emperor *Trajan* in the hills of *Sophia*, among steep rocks and precipices almost inaccessible, in commemoration of his having marched with his (p. 202) army along a road, formed by himself, through places that were before impervious. It consists of two stone pillars, with an arch over them, representing a gate; but it is now in a mutilated and ruinous state.

The province contains 1 800 000 inhabitants, and is divided into the four *Sangiacships* of *Sardic*, *Bibin*, or *Widin*, *Nicopoli* and *Silistria*. *Sophia* is the capital of *Bulgaria*. The towns on the seacoats are *Varna*, *Kalekria*, *Balchak*, *Mangolia*, *Keustengi*, and *Kara-Kerman*.

Sophia is a very large and populous trading town, well built, but without walls. It is in the *Sangiacat* of *Sardic*, on a large beautiful plain, and surrounded with distant mountains; but the streets are narrow, uneven and dirty, being paved only in the foot way. However every house has a garden well planted with fruit trees and shrubs. A branch of the *Ischa*, the *Esker* of *D'Anville*, in some places runs along the skirts of the town, and in others passes through it. The principal part of the traders are *Greeks* or *Armenians*. It is the residence of a *Begler-beg* or viceroy, and was built by the emperor *Justinian*, out of the ruins of the ancient city of *Sardica*, not far distant, which was the metropolis of the *Mediterranean Dacia*, and acquired from the *Bulgarians* the name of *Triaditzza*.

Sophia is one of the greatest thoroughfares in *Turkey*, as well who travel from *Constantinople* to *Ragusa*, *Venice*, or into *Hungary*, must pass throuhg (p. 203) it. This town is famous for its hot baths, which possess great medicinal virtues. It is two hundred and eighty miles west north west of *Constantinople*, and contains forty six thousand inhabitants.

Varna, *Vrana*, or *Urana*, is the most commodious port in the province of *Bulgaria*. It is at the mouth of a small river, in the vicinity of a large lake, to which it gives name, and was formerly an important fortress belonging to the *templars*, and the residence of the *Grand Prior*. The town contains sixteen thousand inhabitants, consisting of *Turks*, *Greeks*, and *Armenians*, is surrounded by a ditch and defended by an old castle. The exports of buffalo's hides, wool, corn, fowls, butter, eggs and chees to *Constantinople* are very great, as a large portion of the latter articles, consumed in the capital, is drawn from thence.

Some suppose Varna to be the site of the ancient Tiberiopolis, others of Dionysiopolis, but D'Anville, of Odessus. Near this town an important battle was fought in 1544 (sic), between the Turks and Hungarians, in which Ladislaus, king of Hungary, lost his life.

To Varna succeeds Kalekria, with a good road, Balchak or Baltchik¹, Mongolia¹, Monkolia or Monkalia¹, Keustengi, Keustendge, or Kiustinge¹, all of which export provisions and wool to Constantinople.

(p. 204) K a r a - K e r m a n, or Kara-Erman, is a large village on the beach, defended by a square castle, flanked with round towers. Several shoals off the port make it necessary for vessels to anchor a league south of the village. The principal export is corn.

Anthoine

Essai historique sur le commerce et la navigation de la mer Noire, ou Voyage et entreprises pour établir des rapports commerciaux et maritimes entre les ports de la mer Noire et ceux de la Méditerranée: Ouvrage enrichi d'une carte où se trouvent tracés, 1^o la navigation intérieure d'une partie de la Russie européenne et celle de l'ancienne Pologne; 2^o le tableau de l'Europe, servant à indiquer les routes que suit le commerce de Russie par la mer Baltique et la mer Noire pour de la Méditerranée; 3^o le plan des cataractes du Niéper. Par . . . 2^e éd. Paris, 1820. XVI—394 p.

(p. 3) Le projet de faire reprendre au commerce son ancien cours par la mer Noire, avait été conçu par Pierre le Grand. . . .

La mer Noire et la mer d'Azow, jointes l'une à l'autre par le détroit de Taman, et connues par leur anciens nos de P o n t E u x i n pour la mer Noire, de P a l u s M é o t i d e s pour celle d'Azow, et de B o s p h o r e C i m m é r i e n pour le canal qui en opère la communication, ont été jadis le centre du commerce le plus riche de l'Univers. Il avait été (p. 4) fondé par les Egyptiens et les Phéniciens, ces premiers navigateurs connus à leur exemple les Grecs cultivèrent ce même commerce; ils furent imités à leur tour par les Romains, et de ces derniers il passa aux Grecs du Bas Empire. Les Genoïs, après l'avoir porté au plus haut degré de splendeur, en faisant de la Crimée l'entrepôt de leurs relations avec la Perse et l'Inde par la mer Caspienne, furent forcés, en 1476, de céder aux Turcs ce théâtre de leur industrie.

(p. 5) Pendant trois cents ans, c'est-à-dire, depuis la conquête de Caffa par les Turcs, en 1476, jusqu'au traité de Kainardgy, en 1774, seuls ils ont navigué et commercé dans la mer Noire: ils en usaient comme de leur propre domaine, et c'était avec justice, puisque, tous les pays limitrophes leur appartenaient.

(p. 6) . . . Pendant les saisons navigables, la mer Noire était couverte d'une quantité prodigieuse de grandes et petites embarcations; les petites formaient le plus grand nombre. Ces bâtiments importaient à Constantinople:

De la Crimée, par les ports de Kerch, Caffa, Baluklava, Bactcheserai, Gheuslevé, autrement Kosolow, beaucoup de laine, de cuirs secs et salés, de cire, de peaux de lièvres, de beurre, de miel, de caviar, de sel, d'orge, de blé, etc. . . .

(p. 7) De la Romélie, de la Bulgarie et du Dobrudja, par les ports de Varna, de Burgas, de Roudsjouk et de Galaz, des blés, du riz, de la cire, du miel, des cuirs de boeufs et de buffles, du suif, du tabac, du fer, des peaux de lièvres, et des graines jaunes pour la teinture.

De la Valachie, par Guiorghow et Roudjsouk, situés sur le Danube, de la cire, du miel, des cuirs, de la laine, du beurre, du suif, du chanvre, du tabac, des peaux de lièvres et des grains de toute espèce.

De la Moldavie, par Galaz, situé sur le Danube, les mêmes articles que de la Valachie, et en outre des mâtues, des bois de construction et du goudron.

(p. 8) De la Bessarabie, nommée à présent le B u d j i a k, par les ports d'Akkerman et d'Oczakow, de la laine, des cuirs de boeufs et de chevaux, des peaux de chagrin, de la cire, du miel et des blés en grande quantité. . . .

La balance de ce commerce était en faveur des pays situés sur la mer Noire. Ils retiraient de Constantinople le solde en monnaie du Grand Seigneur et en espèces étrangères.

(p. 50) . . . il fut arrêté, en 1796, de faire du village de K o j a b e y une place de commerce sous le nom d'O d e s s a.

¹ The positions of the ancient cities of Crami, Calatia, and Constantiana.

Rumler, K.

Uebersicht der Masse, Gewichte und Währungen der vorzüglichsten Staaten und Handelsplätze von Europa, Asien, Afrika und Amerika, mit besonderer Berücksichtigung Oesterreichs und Russlands. Von . . Wien, Jasparr, Hügel und Manz, 1849. 82 p. — 7 f.

(p. 80) T ü r k e i. Der H a l e b i o d e r A r s c h i n, welcher zum Feldmessen dient = 0,70865 Meter. — Der P i k (Draa) für Seidenwaren und Tücher = 0,675788 Meter. — Der E n d a s e h für alle übrigen Schnittwaren = 0,6525 Meter. — Der A g a t s c h (die türk. Meile) = 5224 Meter. — Die B e r r i, ein zweites Meilenmaß, soll nach der einen Angabe 1475,576 und nach der anderen 1666,660 Meter betragen. — Die S e e m e i l e soll 1312,336, und der armenische F a r s a n g 4444,444 Meter lang sein. — Das F o r t i n = 4 Kilo. — Das K i l o = 9,35266 Hektoliter. Man rechnet bisher gewöhnlich 3 Kilo von Konstantinopel = 2 Kilo in Smyrna, und 4 Kilo von Konstantinopel = 1 Kilo in Salonik. Seit dem 17. November 1841 ist jedoch der Kilo das allgemeine Getreidemaß des ganzen türkischen Reiches. — F l ü s s i g k e i t e n werden nach dem Gewichte verkauft; nur für den Verkehr im Kleinen bedient man sich eines dem österr. Seidel ungefähr gleichen Maßes, dessen Inhalt eigentlich eine Oka wiegen soll. — Die A l m a oder der A l m u d Öl = 5,2047 Liter = circa 8 Oka an Gewicht. — Der K a n t a r = 44 (bei Baumwollgarn aber = 45) Oke, oder auch = 100 Rottel. — Die O k a = 400 Drachmen = 1278,48 Gramm. — Das T s c h e k i oder S c h e k i, als Gold-, Silber-, Juwelen- und Apothekergewicht = 100 Derhen (Drachmen) = 1600 Kilo oder Karat (Kara) = 6400 Grän = $\frac{1}{4}$ Oka des Handelsgewichtes = 319,62 Gramm. — Das T s c h e k i für O p i u m = 250 Drachmen = $2\frac{1}{2}$ gewöhnliche Tscheki. — Das T s c h e k i für K a m e e l h a a r = 800 Drachmen = 2 Oke. — Das T e f f e h Seide von B r u s s a = 610 Drachmen. — Der B a t m a n persische Seide = 6 Oke. — Das M e t i k a l für kostbare Waren = $1\frac{1}{2}$ Drachmen.

Evliya

Narative of travels in Europe, Asia and Africa, in the seventeenth century, by . . . Translated from the Turkish by the Ritter Joseph von Hammer, F. M. R. A. S., etc. etc. etc. London, Printed for the Oriental Translation Fund of Great Britain and Ireland; sold by William H. Allen and Co., 1850. 2 vol. in 3 parts.

C o n t e n t s :

V o l. I. Part 1. Of the Grand Kháns for Merchants, p. 176—177; Section XXVI. Of the Cáravanseráis, p. 177.

V o l. I. Part 2. Of all the Guilds and Professions existing in the Jurisdiction of the Four Mollás of Constantinople; with the Number of their shops, men, Sheiks and Pirs, p. 104—251.

Vol. I. Part 1. (p. 176) O f t h e G r a n d K h á n s f o r M e r c h a n t s. The first is the Khoájeh Khán, near the Mahmúd Páshá, in which all the great Persian merchants have their establishments. It has seventy rooms. The khán of Mahmúd Páshá has one hundred and twenty rooms; the Kobejilar Khán one hundred rooms: this is the residence of the rich Bulgarian merchants; . . .

La Thrace, située au delà des Balkans, comprend le territoire d'Andrinople, Phillipoli et Sophia. Les pâturages n'y sont pas aussi abondants que dans la Bulgarie (p. 188) et la Macédoine, parce que la culture y est plus étendue. Cependant, la ville d'Andrinople est encore un marché assez considérable.

En 1858, son commerce a été:

Laines en suint 200 000 ocques, exportation en France.
 — — 150 000 — consommation locale.
 — péladés . . 40 000 — pour Marseille.

Les laines d'Andrinople se chargent dans les ports de Bourgas, Enos et Rodosto. On évalue la production de la Thrace et de l'ouest de la Bulgarie à 2 500 000 ocques, dont deux tiers sont exportés en France, et un tiers consommé sur les lieux.

On opère rarement le lavage de ces laines, à cause de l'absence de moyens mécaniques et de la cherté de la main-d'œuvre.

La bonne qualité des laines d'Andrinople contient 40 à 45 pour% de laine fine.

(p. 195) C'est à Constantinople que s'arrêtent les navires qui sont affrétés pour les ports de la mer Noire et du Danube. Ces ports ont une navigation très active, surtout lorsque la récolte des grains est mauvaise en Europe. Le commerce de la mer Noire, de la mer d'Azof, du Danube, appartient directement ou indirectement à Constantinople (p. 196); il se confond avec celui qui est particulier à cette ville.

(p. 203) S a l o n i q u e. — Ce port est le centre du commerce de la Macédoine, de la Thessalie, de la Bulgarie, de la haute et basse Albanie et de l'Épire. Il occupe une des premières places dans les importations et les exportations de l'Empire ottoman. Nous n'avons pu nous procurer aucun renseignement suffisamment exact sur le mouvement commercial et maritime du port de Salonique.

(p. 208). V a r n a e t K u s t e n d j é. — Varna exporte des blés durs et tendres, de l'orge, de l'avoine, du maïs, du suif, des laines en suint, du bétail, du bois à brûler, du charbon de bois et des bois de construction; l'importation se compose de manufactures, de café, de sucre, de fer, de clous et de sel.

Le mouvement commercial a été:

	Importation	Exportation
1857	7 099 000 fr.	7 764 000 fr.
1858	7 509 769 fr.	6 837 119 fr.
1859	6 459 867 fr.	8 712 880 fr.

En 1859 le mouvement maritime a été, voiles et vapeur réunies, de 640 navires, jaugeant 187 811 tonneaux, sur lesquels la marine à vapeur figure pour 313 navires et 131 965 tonneaux.

Le chemin de fer de Kustendjé à Tchernavoda (Danube) ayant été ouvert à la circulation le 4 octobre 1860, le port de Kustendjé recevra désormais des produits du Danube et privera Varna du mouvement que lui procuraient les foires qui se tiennent deux fois par an à Karassou.

(p. 209) Une compagnie hollando-belge a obtenu la concession d'un chemin de fer entre Varna et Roustchouk (Danube). Cette ligne ne paraît pas devoir être commencée de longtemps; elle serait cependant très productive; elle enlèverait au chemin de Kustendjé presque toutes les marchandises du haut Danube, et elle aurait en outre un trafic important sur son parcours.

Farley, J. L.

The Resources of Turkey considered with especial reference to the profitable investment of capital table in the Ottoman Empire. With statistics of the trade and commerce of the principal commercial towns, viz. Constantinople, Smyrna, Brussa, Trebizond, Samsoun, Salonica, Volo, Monastir, Rhodes, Mitylene, Scio, Cyprus, Cos, Crete, Ibraila, Galatz, Ismail, Reni, Beyrout, Jerusalem, Damascus, Aleppo, Aintab, Marash, Orfa, Alexandretta, Tripoli and Latakia. By . . . London, Longman, Green, . . . 1862, VIII—288 p.

Contents:

General survey of Turkey, p. 1; Tenure of Land, p. 7; Finances, p. 15; Agricultural Resources, p. 35; Mineral Resources p. 50; The Growth of Cotton, p. 55; Banking in Turkey, p. 63; Constantinople, p. 75; Smyrna, p. 78; Brussa, p. 102; Trébizonde, p. 116; Samsoun, p. 128; Salonica, p. 132; Volo, p. 140; Monastir, p. 143; Bosnia, p. 151; Rhodes, p. 156; Mitylene, p. 162; Scio, p. 165; Cyprus, p. 174; Cos, p. 182; Crete, p. 185; Ibraila, p. 191; Galatz, p. 193; Ismail and Reni, p. 198; Syria, p. 203; Beyrouth, p. 209; Jerusalem, p. 227; Damascus, p. 229; Aleppo, p. 233; Aintab, p. 243; Marash, p. 248; Orfa, p. 253; Alexandretta, p. 253; Tripoli, p. 257; Latakia, p. 262. — Appendices. I. Treaty of Commerce between Great Britain and Turkey (August 16, 1838), p. 267; II. Hatti-Humayoun of February 18, 1856. p. 272; III. Treaty of Commerce between Great Britain and Turkey (April 29, 1861) p. 279.

(p. 41) T o b a c c o. This plant is cultivated in every part of Turkey where the elevation of the temperature admits of its production. In Macedonia there are two species, known under the name of *nicotiana latifolia* and *nicotiana rustica*, which occupy an eighth part of the ploughed lands, and by the cultivation of which twenty thousand families are supported. The annual harvest, or gathering, of tobacco in Macedonia is estimated at 100 000 bales; of which 40 000 bales are consumed in European Turkey, 30 000 are exported to Egypt, 10 000 to Barbary, and 20 000 to Italy.

The increased exports from the district of Cavalla will be apparent from the following table.

p. 42) Quantities of Tobacco annually Shipped from Cavalla District to different Home and Foreign Markets from the Year 1848 to 1859 inclusive

Years	Destination							
	Great Britain	Austria	France	Greece	Russia	Sardinia	Turkish Empire	total
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1848	. . .	650 000	878 000	35 000	150 000	. . .	6 500 000	8 213 000
1849	6 440	177 200	1 493 000	55 000	150 000	. . .	6 432 000	8 303 640
1850	489 440	572 000	1 072 500	11 000	200 000	385 000	6 503 000	9 232 940
1851	502 320	770 000	1 304 000	24 750	230 000	302 500	6 360 000	9 494 570
1852	722 568	572 000	. . .	171 000	280 000	125 400	7 140 000	9 010 968
1853	1 306 200	. . .	1 255 000	646 000	300 000	. . .	8 300 000	11 807 200
1854	2 758 756	460 000	244 300	215 000	330 000	195 700	10 400 000	14 603 756
1855	167 120	1 200 000	604 900	134 000	370 000	155 000	14 000 000	16 631 020
1856	1 155 465	1 410 000	1 129 200	150 005	400 000	. . .	13 500 000	17 744 665
1857	2 164 708	1 150 000	. . .	325 000	420 000	. . .	14 200 000	18 259 708
1858	679 980	1 453 200	1 238 800	390 314	450 000	130 480	17 200 000	21 542 774
1859	297 040	448 000	2 691 228	457 408	450 000	224 000	14 100 000	18 667 676

Heyd, W.

Die italienischen Handelscolonien am Schwarzen Meer. — Zeitschrift für die gesamte Staatswissenschaft. 18. Bd. Jahrg. 1862 u. 19. Bd. 1863. Tübingen. p. 653—718, 162—211.

Achtzehnter Band: (p. 713) Mit Samastri schließen wir unsere Musterung der südlichen Küstenländer des Schwarzen Meers. Noch bleibt uns die Betrachtung der Westküste übrig. Indem wir hiebei den kleinen Strich überspringen, welcher zum byzantinischen Reich gehörte, wenden wir uns sogleich zu der größeren Nordhälfte dieser Küste, die von den bulgarischen Königen beherrscht wurde. Bulgarien war hauptsächlich wegen seines Reichtums an Getreide von unseren Italienern frequentiert. Eine Anordnung des Officium Gazariae in Genua vom 22. März 1316 gibt uns die erste Kunde von kommerziellen Beziehungen der Genuesen zu diesem Königreich. Genuesen waren auf bulgarischem Gebiet mit Gewalt (p. 714) ihrer Habe

Farley, J. L.

Modern Turkey. By... London, Hurst and Blackett, 1872. XII — 353 p.

Contents :

Part I. Beyrouth, p. 1; Beit-Miry, p. 17; Mount Libanon, p. 23; Travelling in Syria and Palestine, p. 41; A Day with the Bedawins, p. 52; Syria, Past and Present, p. 60. — Part II. The Empress Eugénie's Visit to Constantinople, p. 69; The Suez Canal, p. 104; Turkish Women, p. 113; Turkish Armaments, p. 134; Public Instruction, p. 150; The Capitulations, p. 160; Turkey as a Field for Emigration, p. 177. — Part III. British Interests in Turkey, p. 193; Turkish Finances, p. 203; The Stock Exchange, p. 217; Geographical Position of the Empire, etc. p. 224; Agricultural Products, p. 231; Fisheries, p. 248; Mines, p. 257; Petroleum, p. 267; Roads, p. 272; Railways, p. 297; Railway to the Persian Gulf, p. 306; Docks and Harbours, p. 324; Public Works, p. 336; Appendix, p. 347.

(p. 232) It is impossible to obtain accurate agricultural statistics in Turkey. In 1847, however, the value of the agricultural produce exported from Macedonia, by Salonica alone, amounted to upwards of £ 800 000, of which cereal productions formed an item of £ 600 000. In 1848, the quantity of corn exported from Bulgaria and Roumelia exceeded 4 440 000 bushels. In 1855, Galatz and Ibraila exported upwards of 2 000 000 imperial quarters of grain, while the annual produce of corn in Anatolia, in 1858, was estimated at 25 000 000 Turkish kilos, equal to 25 473 250 bushels. In 1860, Turkey exclusive of Egypt, exported wheat, barley, and maize to Great Britain alone, to the value of £ 3,011, 277.

Synvet, A.

Traité de Géographie Générale de l'Empire Ottoman, par... Constantinople, Typ. et Lith. Centrales, 1872. IX—235 p.—1 f.

Table des matières :

Vilayet d'Edirné (Thrace). — Bornes. — Divisions. — Villes principales. — Productions. — Industrie, commerce et population, p. 24—28; Vilayet de Toulouza (Bulgarie). — Bornes. — Divisions. — Villes principales. — Lieux remarquables. — Productions, industrie, commerce et population, p. 29—33; Vilayet de Sélanik (Macédoine). — Bornes. — Divisions. — Villes principales. — Lieux remarquables. — Productions, industrie, commerce et population, p. 45—49; Agriculture : Rapports généraux de la géographie avec l'agriculture — Terres labourables. — Prairies et paturages. — Vignes et autres plantes à boisson. — Arbres à fruits. — Jardinage, légumes, fleurs. — Forêts. — Animaux domestiques, p. 186—194 Industrie : Définition, classification et importance de l'industrie. — Mines et carrières. — Sels. — Tapis. — Poteries usuelles. — Armes. — Meubles, etc., p. 195—201; Commerce : Considérations générales sur le commerce. — Voies navigables. — Chemins de fer. — Route de terre, postes, télégraphes. — Côtes, ports, navigation, pêche. — Importations et exportations, p. 201—209.

(p. 24) Le vilayet d'Edirné (ancienne Thrace), est borné au nord par les monts Eminé et Kodja Balkan, au sud par le district de Constantinople, la mer de Marmara, les Dardanelles et l'Archipel, à l'est par la mer Noire, à l'ouest par Despoto-dagh.

Divisions : — Ce vilayet se divise en cinq mutessarifliks qui sont : Andrinople, Rodosto, Gallipoli, Islimié et Filibé.

(p. 26) Islimié ou Selivno, au pied des Balkans, possède une manufacture impériale de drap; on y fabrique aussi d'excellentes armes à feu et de l'essence de rose. Cette ville est ouverte au sud, mais au nord elle est fermée par les contreforts du Balkan. Il y a, à Islimié, des foires importantes. La population est d'environ 20 000 âmes.

Filibé ou Philippopolis est une des villes les plus florissantes de la Turquie. Placée sur une butte de 408 mètres de hauteur, au centre du pays, son commerce est très actif, et son industrie prospère. . . .

(p. 28) Productions, industrie, commerce et population. Le vilayet d'Edirné produit d'assez grandes quantités de blé et d'orge; on y cultive le coton, on

(p. 220) Malgré le traité conclu lors de la prise de Constantinople (1453), les Gênois sentirent que leur commerce dans la mer Noire allait être perdu. En vain le pape Calixte III exhorta à voler à la défense des églises catholiques et des possessions génoises dans cette mer:¹ la ferveur des Croisades était éteinte; personne ne défendit les colonies et les comptoirs de Gênes, et elles tombèrent en proie aux vainqueurs barbares de la Grèce. Immédiatement après la prise de (p. 221) Constantinople, la république de Gênes, voyant que les comptoirs sur la mer Noire exigeaient des moyens qui étaient au dessus de ses forces, les avait cédés avec tous les revenus, droits et prérogatives, à la banque, ou, comme on disait alors, aux *Compères* de Saint-George. Le droit de nommer des consuls fut au nombre des prérogatives cédées à la banque. Dans le préambule de l'acte de cession, la république reconnaît que les Turcs, depuis la prise de Constantinople, sont devenus des ennemis trop formidables pour pouvoir être combattus avec succès sans l'assistance du pape et des souverains d'Occident.²

(p. 321) La ville de Venise renfermait, outre les étrangers appelés par le commerce, une foule d'étrangers d'une condition malheureuse: c'étaient les esclaves. Le gouvernement et les particuliers se faisaient servir par un grand nombre de Sarrasins, de Tartares, de Turcs, d'Arméniens, de Bulgares, de Bosniaques, de Russes, etc., acquis par la voie du commerce, ou enlevés pendant les guerres.

(p. 340) Selon Filiati,³ on possède à Venise les textes de plusieurs traités que la république avait conclus avec les rois de Rascie, les empereurs de Zagorie, et les *bans* de Croatie. Un de ces traités fut signé à Varna, en 1346, par Alexandre, empereur de Zagorie.

Frankland, Ch. C.

Travels to and from Constantinople, in 1827 and 1828. Or Personal Narrative of a Journey from Vienna, through Hungary, Transilvania, Wallachia, Bulgaria, and Roumelia, to Constantinople; and from that City to the Capital of Austria, by the Dardanelles, Tenedos, the Plains of Troy, Smyrna, Napoli di Romania, Athens, Cyprus, Syria, Alexandria, ect. By . . . 2d. ed. London, Henry Colburn and Richard Bentley, 1830. 2 vol. XIV — 373 p.; VIII — 310 p. With Illustr.

Contents:

Chap. III: Departure from Bucharest. — Mode of Travelling. — Night at Tiya. — Wallachian Villages. — Giurgevo. — Embarkation of horses. — Ferryboats. — Danube. — Ruschuck. — Khan. — Eagerness of Turkish Soldiery to learn European tactics. — Fortifications of Ruschuck. — Evening Devotions of Hadjee Achmet and Surrudjee. — Illuminated Minarets of Rasgratz. — Khan at Rasgratz. — Ramazan of the Turks, and Religious scruples. — Tumuli and Cemeteries. — Ruined Towns and Villages. — View of the Balkan. — Sylvan flowers. — Bulgarian cottages, costume, and manners. — Shumla, or Chumla. — Gipsies. — Dragoleu. — Dancing girls. — Midnight ride. — Chali Kavack. Hadjee Achmet's pistols. — Fording the river Kamtchi Sû. — Gallantry of Turkish peasants. — Passage over the Balkan. — Nocturnal ride. — Carnabat. — Pastures at the foot of the Balkan. — Conduct of Turkish herdsmen. — Scenery about Brimale. — Fording a river. — Forests. — Buffaloes. — Faki. — Roumeliote peasantry. — Country beyond Turki. — Kirk Iklessee. — Conduct of Hadjee Mehmet. — Scene in the Khan. — Nocturnal ride to Burgaz, p. 38—76.

(p. 46) . . . Ruschuck is a fortified and large town. It has a wall and a trench, with drawbridges, all around it. The fortifications are however, apparently much neglected and decayed. Its position upon the bank of the Danube is very commanding, and has many fascine bastions, well garnished with cannon, towards the river. It contains about nineteen

nostris, pro eorum rebus et mercibus ibidem portandis, vehendis vel transmittendis, et tam per mare quam per terras, nisi duo pro centenario tantum valoris et existimationis dictarum rerum etc."

¹ Raynaldi, Annal. ecclésiast. tome X, ad ann. 1455.

² V. cet acte parmi les pièces diplomatiques extraites des Archives de Gênes par M. Silv. de Sacy.

³ Saggio sull'ant. commercio, part. I.

thousand houses: a great proportion of its inhabitants are Greeks and Armenians. It has a considerable commerce (p. 47) by water with the towns of Hungary, and even with Vienna. Its minarets and domes give it a very picturesque appearance. It was taken by the Russians, under Kaminski, in 1810, and set fire to by Kutusof on evacuating it when pressed by Ahmed Aga¹. . . .

(p. 54) . . . Shumla, or Chumla, is called the Thermopylae of Bulgaria; and indeed the pass over the mountains which separate it from the Danube is a vary difficult one, but the town itself is commanded by the heights which surround it on three of its sides, in the shape of a crescent. (p.55) These heights seem nearly impregnable, and form the chief strength of the fortress, or rather vast entrenched camp.

We saw here many tailors and braziers at work, which gave the town an appearance of activity and commerce. There are likewise many vines upon the sides of the sandy hills which nearly surround Shumla, which therefore I infer manufactures vine. . . .

Menadier, Fr. A.

Merkwuerdigkeiten aus der Europäischen Türkei, enthaltend: eine Beschreibung des Landes, seiner Staatsverfassung und Regierung, seiner Bewohner, ihrer Religion und ihrer Sitten, und Gebraeuche; Schilderungen schoener und bewunderungswuerdiger Naturscenen, Beschreibungen von seltenen und merkwuerdigen Naturproducten, ausgezeichneten Kunstwerken und Alterthuemern etc. Ein unterhaltendes Lesebuch fuer jeden Gebildeten von . . . Quedlinburg und Leipzig, im Verlage der Ernst'schen Buchhandlung, 1830. 2 Abth. VIII — 214 p.; VI — 182 p.

I. A b t. p. 40—51: Produkte; p. 52—56: Industrie; p. 56—58: Handel.

II. A b t. p. 54—55: Khans, Karavanserais, Tschirtschis, Bazars, Besestins; p. 106—108: Der Hafen von Konstantinopel; p. 139—147: Der Bazar oder Warenmarkt in der konstantinopolitanischen Vorstadt Pera.

I. A b t. (p. 56) H a n d e l. Der Handel der europäischen Türkei zerfällt in B i n n e n- und A u ß e n h a n d e l. Der Binnenhandel ist unbedeutend und befindet sich ganz in den Händen der Griechen, Juden und Armenier. Hauptursachen seiner Unbedeutsamkeit sind die geringe Annäherung der verschiedenen Hauptnationen, der Mangel an guten Heerstraßen, an einer guten Posteneinrichtung, der Despotismus der Regierung und ihrer Statthalter etc. Der Außenhandel, der wieder fast ganz in den Händen der Griechen, Armenier und Franken, von allen handeltreibenden Nationen. Die vornehmsten A u s f u h r a r t i k e l der Türken sind: Baumwolle, Seide, Wolle, Tabak, Korinthen, Rosinen, Wein, Pferde, Rindvieh, Schweine, Häute, Felle, Hasenbälge, Saffian, Kreduan, Kermes, Leinsamen, Käse, Korn, türkisches Garn; die E i n f u h r a r t i k e l sind: Tücher und tunesische Mützen, seidene und baumwollene Zeuche, Kolonialwaren, Gewürze, Materialwaren, Pelzwerk, Glaswaren, Uhren, Apotheken- und Galanteriewaren, Schminke, Papier, Drechsler- und Tischlerarbeit, Korallen, Bier, Rum, Kaiserthaler, Diamanten, Nürnbergerwaren und Spielzeug, Sklaven und Sklavinnen aus Georgien, den Ländern am Kaukasus und Afrika. Der Handel mit der Türkei heißt überhaupt der Levante-Handel. Den wichtigsten Handel treibt Deutschland und Österreich mit den Türken; dann folgt dem Range nach der französische, diesem der russische, dann der italienische, britische und niederländische. . . .

(p. 58) Die Haupthandelsplätze in der europäischen Türkei sind Konstantinopel, Salonichi, Enos, Gallipoli, Varna, Galatz.

Brognard

Tagebuch einer Reise längst den europäischen Küsten des Mar die Marmora durch die Dardanellen, über Tenedos, Kababa, Mitilene, Scio, Smirna, Magnesia und Mahalitsch zurück nach Constantinopel, von . . . im Jahre 1786². — O e s t e r r e i c h i s c h e s A r c h i v fuer Geschichte, Erd-

¹ See Dr. Walsh and Dr. Clarke.

² Man nehme die Karte zur Hand, welche Graf Choiseul Gouffier von den Ingenieurs Kauffer und Faucherot aufnehmen ließ, und die im Jahre 1784 zu Paris erschien. — . . .

fabriquer en contrefaçon pour le Levant dans plusieurs pays de l'Europe et spécialement à Gênes, où on les altéra au point que les Turcs ayant ouvert les yeux sur leur bas aloi, l'introduction des ténins en Turquie fut prohibée, l'an 1670, ce qui força les Français d'y substituer, pour les achats de leur commerce, des piastres espagnoles. . . .

Colbert, devenu ministre des finances de Louis XIV, s'occupa de vivifier le commerce du Levant; convaincu de l'inconvénient qu'il y avait pour les Français à se servir de l'organe (p. 296) des luifs et autres interprètes du pays, ce ministre y fit passer avec M. de la Haye le fils, douze enfants français pour y apprendre les langues orientales et être ensuite employés à servir d'interprètes à leurs compatriotes; ce qui s'exécuta dans la suite. C'est l'origine de nos drogmans nationaux.

En 1669, la ville de Marseille fut déclarée port franc dans le but spécial d'y attirer le concours des marchandises de tous les pays et d'en faire l'entrepôt de celles du Levant, qui devaient repasser ensuite à l'étranger. Ce ministre forma deux ans après une compagnie pour le commerce de Turquie, dans laquelle il intéressa des riches financiers.

(p. 299) Chardin raconte que, dans la prévention où l'on était en France qu'Ahmed Kupruly ne pouvait souffrir les Français, il fut prescrit à M. de Nointel dans ses instructions de ne parler d'affaires à ce vizir qu'au divan et de s'adresser directement au Grand Seigneur. . . .

(p. 299) Un propos que tint ce ministre [Kupruly] montre la manière dont les Turcs envisagent le commerce: „Vous me vantez beaucoup la grandeur de votre roi [Louis XIV], dit-il, à M. de Nointel, comment un prince, aussi puissant que vous le dites, pourrait-il mettre tant de chaleur à de vils intérêts de marchands.“

(p. 300). . . M. de Nointel fut mandé à Andrinople et produisit de nouveau les conditions que le Roi exigeait dans le renouvellement des capitulations. . . p. 301. . . , et le 17 août [1673] les nouvelles capitulations furent signées avec l'addition de 17 articles.

(p. 302) Il existe, aux archives de l'ambassade, un mémoire de l'an 1682, pendant l'ambassade de M. de Guilleragues, successeur de M. de Nointel, d'un sieur le Fèvre François, d'abord négociant à Constantinople, ensuite échevin à Marseille. Il y dit qu'à l'époque citée, il n'y avait en cette capitale que quatre maisons françaises: que la masse de leur commerce n'excédait pas la valeur de 600 000 piastres et consistait en sucre, poivre, gingembre, cochenilles et quelques (p. 303) draps grossiers, dits de Paris, quoique fabriqués en Normandie, et d'autres nommés Pinchinas; que les retours en cuirs, laines et camelots d'Angora n'allaient pas au tiers de cette somme, et qu'à peine y venait-il de France huit ou neuf navires par an.

Mais à Smyrne, à Alep, en Syrie et en Egypte, le commerce français l'emportait sur celui des autres nations étrangères. M. le marquis de Bonac dit quelque part, qu'en 1685, la totalité pour le Levant montait à la valeur de quatre millions.

(p. 304) Les malheurs des Turcs dans la guerre où ils étaient engagés contre les cours de Vienne et de Berlin, la Russie et la République de Venise, (p. 305) en même temps, furent pour le commerce et la navigation de la France une époque de prospérité. Le pavillon français suppléa celui des Véniciens pour le cabotage turc et pour le transport du riz et du café d'Egypte dans la capitale et les autres ports de l'Empire ottoman. Ce fut alors que l'échelle de Salonique, devenue aujourd'hui l'une des plus considérables du Levant, commença d'être fréquentée par les navires français. Ricaut rapporte que quatorze de ces bâtiments, arrivant à Constantinople en 1686, préservèrent cette ville d'une famine menaçante.

(p. 312). . . , le marquis de Villeneuve ayant, par une glorieuse médiation, rendu en 1739, la paix à l'Empire ottoman, il parvint, l'année suivante, à renouveler les capitulations avec addition de quarante-deux nouveaux articles.

(p. 322) Ce fut, en 1727, qu'on commença à introduire à Constantinople des soieries et des dorures de Lyon. Le premier envoi fut de la valeur de 5400 livres. Cette branche de commerce s'y étendit malgré une manufacture de galons qui s'établit peu après dans la capitale. La beauté de ceux de Lyon les a fait préférer, quoique plus chers, par les consommateurs recherchés.

Handbook

Handbook for travellers in Turkey in Asia including Constantinople, the Bosphorus, Plain of Troy, Isles of Cyprus, Rhodes, etc., Smyrna, Ephesus, and the Routes to Persia, Bagdad, Moosool, etc. With general hints for travellers in Turkey, vocabularies etc. 4th ed. London, John Murray, 1878. XII—496 p. With maps and plans.

—24

These values are only approximate, the value of foreign coins depending upon the supply and demand.

The Imperial Ottoman Bank has large establishments at Constantinople (p. 22) and Smyrna, and branches or agencies in the local capitals. It issues notes, which are coming intouse. . . .

(p. 22—23) Turkish Weights and Measures

4 grains make 1 seed.

16 seeds, or 64 grains, make 1 dram.

1 $\frac{1}{2}$ miskal „ „ (used for pearls, etc.)

400 drams make 1 oke (okka)=kilo. 1:282.

6 okes „ patman.

44 okes „ kintal (kantar).

176 okes „ cheki.

(1 oke is equal to 2.832 pounds avoirdupois.)

There are two piks: one, arshün, is 28 inches English, and is used for measuring silk and broadcloths; the other, endazeh, is a little over 26 inches, and is employed for carpets. Land is measured by doonoon, which is a square of 400 arshyn on each side, equal to 416 endazeh.

Liquides are sold by weight.

The measures for grain is as follows:

2 kooti (box) make 1 shinik

8 kooti, or 4 shinik, make 1 Constantinople kile (bushel).

(p. 23) One French litre is equinalent to 0.030158 or $\frac{1}{3}$ of a kile of Constantinople; the kile is therefore equal to 2 quarts $\frac{1}{4}$ pint English.)

The kile used in different parts of Turkey is very different from that of the capital.

37 $\frac{8}{10}$ koot make one kile of Alexandria.

13 $\frac{3}{10}$ „ „ Smyrna.

18 $\frac{1}{8}$ „ „ Cyprus.

39 $\frac{4}{10}$ „ „ Candia.

46 $\frac{4}{5}$ „ „ Salonica.

Hellwald, Fr.

Die heutige Türkei. Bilder und Schilderungen aus allen Theilen des Osmanischen Reiches in Europa. Herausgegeben von. . . und D. C. Beck. Leipzig, Otto Spamer, 1878. VIII — 424 p. 120 Text-Abb., 5 Tonbild. u. 1 Karte.

Inhaltsverzeichnis:

Geographische Übersicht des Osmanischen Reiches, p. 1; Ethnographie und Geschichte des Osmanischen Reiches, p. 21; Türkische Zustände, p. 53; Rumänien, p. 115; Serbien, p. 163; Montenegro, p. 215; Bulgarien. Geographische Charakteristik. — Ökonomische und strategische Bedeutung Bulgariens. — Das Völkerekaleidoskop in Westbulgarien. — Die Bulgaren. — Ihre Zustände unter der türkischen Herrschaft. — Die Hellenisierung der Bulgaren. — Der bulgarische Kirchenstreit. — Die Versuche einer Union mit der Römisch-katholischen Kirche. — Bulgarische Sprache. — Die Ansiedlung der Tscherkesen in Bulgarien. — Die türkischen Greuel zu Jamboli. — Gladstone's Schriften. — Gegenwärtige Wirtschaft der Türken in Bulgarien. — Wanderung in Bulgarien längs der Donau. — Widdin. — Die Straße über den Balkan. — Die Donauplätze Lom Palanka, Nicopoli, Schwischtow, Rustschuk, Silistria. — Die Dobrudscha. — Das ostbulgarische Festungsviereck. — Varna. — Schumla. — Der Balkan und Kanitz'Wanderungen über denselben. — Tirnovo. — Unterkommen auf Reisen in Bulgarien. — Über Selvi und Gabrovo über den Schipka-Paß nach Kazanlik. — Der Travna-Balkan. — Von Lovez über den Trojan-Balkan und Rosalia-Paß nach Karlovo. — Das Iskertal und Defilé. — Vraza. — Sofia, p. 249; Bosnien und die Herzegowina, p. 311; Albanien, p. 335; Thessalien und Makedonien p. 367; Thrakien, p. 391

(p. 250) Bulgarien ist einer der reichsten und fruchtbarsten Landstriche der Illyrischen Halbinsel; mit Ausnahme der nackten Firnen des Balkan und einiger Sumpfigenden der Dobrudscha ist es ein äußerst wirtbares kulturfähiges Land, unter den Provinzen des Nordens

gen fand in den türkischen Gebieten guten Anwert, bis durch die fortwährenden Beschwerden des Hof- (p. 70) kriegsrates, der glaubte, die Türken könnten nicht von den anderen Völkern auch genug Sensen bekommen und schmiedeten Säbel aus steirischen Fabrikaten, auch dieser Zweig des Levantehandels zugrunde gegangen zu sein scheint¹. So günstig in den ersten Jahren ihres Bestandes die finanzielle Lage der Kompanie durch hohe Kapitaleinlagen der Interessenten sich gestaltete², so traten doch bald neben den erwähnten noch andere Hemmungen ein, die verderblich wirken mußten: die Einfuhr des türkischen Steinsalzes in die Erblände wurde zum Schutze des Ausseer Salzes, die der türkischen Wolle zugunsten der niederösterreichischen Wolle verboten oder mit hohen Aufschlägen belegt³, zurzeit der in der Türkei grassierenden Pest (1670) wurde überhaupt jede Einfuhr türkischer Ware untersagt⁴. Dazu scheinen verunglückte Spekulationen Triangls, der — Becher wurde bald verdrängt — eine Zeitlang die Direktion führte, gekommen zu sein; eine Krise in der Kompanie, Triangls Sturz, und „aus der orientalischen wurde eine Ochsenkompanie“, die den Appalt der Hornviehhandlung vom Balkan und aus Ungarn in und durch die Erblände inne hatte⁵. ...

(p. 167) ... Zu Le Moine de l'Espines Zeiten — und das gleiche war wohl vordem der Fall — finden wir holländischen Exportes von Quecksilber und Vermillon nach Smyrna, der Ausbruchspforte Westasiens, nach Konstantinopel, Aleppo und Ale (p. 168) xandrien gedacht.

Miller, W.

The Latins in the Levant. A history of Frankish Greece <1204—1566>. By . . . London, John Murray, 1908. XX—675 p. Maps.

Contents:

Greece at the time of the Frankish conquest p. 1; The Frankish conquest (1204—1207), p. 27; The organisation of the conquest (1207—1214), p. 49; The zenith of Frankish rule (1214—1262), p. 82; The Greek revival (1262—1278) p. 120; The angevins in Greece (1278—1307), p. 161; The Catalan Grand Company (1302—1311), p. 211; The Catalans and their neighbours (1311—1333), p. 235; The rise of the Acciajuoli (1333—1373), p. 269; The Navarrese Company (1373—1388), p. 303; Florentine and Venetian Athens (1388—1415), p. 334; The Greek reconquest of Achaia (1415—1441), 377; The Turkish conquest (1441—1460), p. 407; The Venetian colonies (1462—1540), p. 464; Corfù (1214—1485), p. 512; The Ionian islands under Venice (1485—1540), p. 550; The Duchy of the Archipelago (1207—1463), p. 570; The Duchy of the Archipelago (1463—1566), p. 611. — Table of Frankish Rulers, p. 651; Bibliography, p. 655; Index, p. 665.

Bericht der Direktoren der orient. Komp. an die Hofkammer Juli 1669 (Hoff. 13.820).

¹ Hofk. an den Hofkriegsr. 30. IV. 1677 (N.-ö. M. B. [Niederösterreich. Münz- und Bergwesen Fasz. Nr.] 17.327), Hofkriegsr. an die Hofk. 19. IV. (8. VI.) 1678 mit beiliegenden Akten (UMB. [Ungarisch. Münz- und Bergwesen Fasz. Nr.] 15.293) Vgl. auch A. v. Pantz, Die Innerberger Hauptgewerkschaft 1625 bis 1783, Forschungen z. Verf.- und Verw.-Gesch. d. Steierm. VI./2., 81.

² Bechers Polit. Discurs S. 601. Dazu vgl. d. Finalrelation Zorzis 19. I. 1671 (Fontes Rer. Austr. II./27, 135, zit. auch von Erdmannsdörffer, Deutsche Geschichte I, 445).

³ Reskr. an die i.-ö. Kammer 31. XII. 1670 und 28. I. 1671. (I.-ö. M. [Innerösterreichisch. Mautwesen Fasz. Nr.] 18.341).

⁴ Reskr. an die i.-ö. Kammer 28. III. 1671 (Aufhebung der Sperre), I.-Ö. [Innerösterreich. Fasz. Nr.] 18.123).

⁵ Vgl. Bechers „Närrische Weisheit und weise Narrheit“ (Ausg. v. 1707), S. 112 ff. Die Approvisionierung Wiens mit Rindfleisch hatte die Kompanie schon früher übernommen; Kontrakt mit den Wiener Fleischhauern 17. XII. 1668, St.-A. Graz.-R. Riedl, Der Wiener Fleischhandel in seiner geschichtl. Entwicklung, Jahrb. f. Gesetzg., Verwaltung und Volkswirtschaft N. F. 17., berührt diese Verhältnisse gar nicht.

⁶ Den Koophandel von Amsterdam (tweede druk Amsterdam 1715) S. 683, 689, 717, 725, 731 f., 738 f. — In Italien, Dalmatien, Griechenland, der Türkei, Kleinasien, Syrien und Egypten hatten ja die Holländer schon seit Anfang des 17. Jahrhunderts Konsulate und 1625 war in Amsterdam eine „Directie van den levantschen handel en navigatie in de Middellandsche Zee“ gegründet worden; vgl. P. J. Blok, Geschiedenis van het Nederlandsche Volk 4. (Groningen 1899) S. 364.

ponnes zwischen dieser Halbinsel und Creta herum ins Jonische Meer zu den Küsten Italiens und weiter ins Adriatische Meer hinauf zu der nördlichsten Spitze desselben nach Venedig und Triest, sowie dann auch in die entfernteren Westgegenden des Mittelländischen Meeres.

Le Play, F.

Les ouvriers européens <2^e édition>. T. 2. Les ouvriers de l'Orient et leurs essais de la Méditerranée. Populations, soumises à la tradition, dont le bien-être se conserve sous trois influences dominantes: le décalogue éternel, la famille patriarcale et les productions spontanées du sol, par. . . Paris, Dentu, 1877. XXVI—560 p.

p. 231—271: Forgeron bulgare des usines à fer de Samakowa (Turquie centrale). (Journalier-propriétaire dans le système des engagements forcés), d'après les documents recueillis sur les lieux, en 1848 et en 1849, par MM. A. Daux et F. Le Play.

Observations préliminaires définissant la condition des divers membres de la famille. Définition du lieu, de l'organisation industrielle et de la famille. Etat du sol, de l'industrie et de la population; Etat civil de la famille; Religion et habitudes morales; Hygiène et service de santé; Rang de la famille. — Moyens d'existence de la famille; Propriétés (Mobilier et vêtements non compris); Subventions; Travaux et industries. — Mode d'existence de la famille. Aliments et repas; Habitation, mobilier et vêtements; Récréations. — Histoire de la famille. Phases principales de l'existence; Moeurs et institutions assurant le bien-être physique et moral de la famille; Budget des recettes de l'année; Budget des dépenses de l'année; Comptes annexés aux budgets. — Faits importants d'organisation sociale. Particularités remarquables; appréciations générales; conclusions. Sur la constitution de la propriété territoriale en Turquie (texte complété avec le concours de Suavi-Effendi); Sur le caractère de la dette qui lie, à Samakowa, les ouvriers chrétiens aux patrons musulmans; De l'influence qu'exerce l'acquisition des vêtements et des bijoux sur le développement de la prévoyance chez les peuples de l'Orient; Sur l'institution de la justice et la hiérarchie des ulémas, par Suavi-Effendi.

More, R. J.

Under the Balkans. Notes of a visit to the district of Philippopolis in 1876. By. . . London, Henry S. King and Co., 1877. XII—272 p. With map and ill.

Contents:

Chap. II. Ceremonial visit to the governor; M. Vambery's advice; Atmosphere of official life; The population and trade of Philippopolis and district; The state of agriculture; Tithe farming; Condition of Bulgarian farmers; Educational movement; The new consul, Mr. F. Calvert.

(p. 18) For the following mercantile details we are indebted to the courtesy of Mr. Geshoff, one of the leading merchants of Philippopolis:

Trade in the district of Philippopolis

I. Exports.

Food produce and raw materials.

Cereals.	Average annual quantity available for export:		LT
Hard wheat	100 000 to	125 000 qrs, value	180 000
Soft "	275 000 "	300 000 " "	350 000
Indian corn	125 000 "	150 000 " "	75 000
Rye	70 000 "	80 000 " "	60 000
Barley	20 000 "	30 000 " "	20 000
Oats	10 000 "	15 000 " "	10 000
Beans, millet, linseed, etc.	30 000 "	40 000 "	40 000
Exported for France, Italy, England, Greece, etc.,		aggregate LT	73 5000
Anise seed, 1000 tons, exported for France, etc., value			20 000
Rice, 6000 to 7000 tons, exported for interior of Turkey			100 000
Lamb and kid skins, 250 000 tons, exported for France and Germany value			40 000
Cocoons, 500 000 okes (1 oke=2 ³ / ₄ lbs), exported for France			6 000
Wool, 100 000 okes, exported for France and Germany			10 000
Tobacco, 1 000 000 okes, exported for Constantinople, Russia, etc.			50 000
Ox and buffalo hides, exported for Greece			18 000
Cattle, 7000; sheep, 100 000 exported for Constantinople			100 000
Horns, bones, rags, etc., exported for France etc.			5 000
		LT	1 084 000

Industrial products

Otto of roses. Average annual production in the ca- zas of Philippopolis and Kazanlyk, 300 000 miss- kâls (6 mets=1 oz.) exported for France, England, Germany, America, etc.	value	LT
(p. 19) Aba (coarse woollen cloths), exported for Asia Minor	"	80 000
Shyaks (woollen cloths), exported for Constantinople, etc.	"	20 000
Ghâitan (woolen braid), exported for Servia, etc.	"	70 000
Timber (boards, etc.), exported for Smyrna and Greece	"	100 000
Wine and raki, exported for different parts of Turkey	"	100 000
Tanned sheepskins (Meshin) and goatskins (Sahtian), exported for Austro-Hungary, etc	"	16 000
	Aggregate	436 000
Food produce and raw materials		1 084 000
	LT	1 520 000

(N. B.—11 LT= £ 10.)

II. Imports

Germany and Switzerland — woollen cloths, hand- kerchiefs, matches, cutlery, hardware, paper, drugs, steel, furs, etc.	annual value	200 000
England — cotton goods, yarn, indigo, colonial goods, copper, cochineal, earthenware, etc. . . .	annual value	100 000
France and Germany — sugar, coffee, candles, lea- ther, glass, drugs, articles de mode, etc.	annual value	50 000
Different parts of Turkey — Samakov iron, Mete- lin and Crete soap and olive oil, Gabrovo cutlery, Smyrna dried fruits, Vrania ropes, Pirov carpets, Slivnia and Bosnian rugs, Damascus cotton stuffs,		

salt, fish, etc.	annual value	100 000
America — petroleum, coffee, etc.	annual value	20 000
Greece, Russia, Persia, Italy, etc.	say about	50 000
Aggregate annual value		LT 520 000

From the above it will be seen that the balance of trade in favour of the district of Philippopolis amounts to LT 1 000 000. If from this sum be deducted the taxes the people have to pay, and the sums extorted by rapacious tax-gatherers, tithe-farmers, zaptiehs, etc., the actual sum left for the population will be very small indeed.

(p. 20) Revenue and expenses for the district of Philippopolis, for 1874—75.

Saint-Clair, S.G.B. and Brophy, Ch.A.

Twelve year study of the Eastern Question in Bulgaria. Being a revised edition of „A residence in Bulgaria“. By . . . and . . . London, Chapman and Hall, 1877. VIII—319 p.

Contents:

Rayah villages of Bulgaria, p. 1—10; Bulgarian superstitions, manners and customs, etc. p. 20; Bulgarian songs. Eastern Christianity, and its effects in Bulgaria. Brigandage in the Balkan, p. 54; Oriental commerce, p. 101; The real position of the Bulgarian Rayah, his system of agriculture. The exemption of the Rayah from military service, and its effect upon the Turk, p. 114; The taxes of Turkey, p. 135; The tenure of landed property; the tapou, the méra, the right of foreigners to possess land. What the Bulgarians wish for, and what they do not wish for. Tartar and Circassian immigrants. Turks of the town and Turks of the country; Relative positions of town and country; British Consuls and the consular reports. The capitulations, p. 145; The policy of Foreign Powers in Turkey, and its effects. The army and the military resources of Turkey, p. 221; Government and government functionaries, administration of justice, etc., Turkish reforms and reformers, p. 261; Mithat Pasha, p. 287; The political parties of Turkey. Comparison between the Bulgarian Rayahs and the Turks, p. 295; Appendix, p. 312.

Saint-Priest

Mémoires sur l'ambassade de France en Turquie et sur le commerce des Français dans le Levant, par M. le comte de . . Suivis du texte des traductions originales des Capitulations et des Traités conclus avec la Sublime Porte ottomane. (Avec une introduction par Ch. Schefer). Paris, Ern. Leroux, Ed., 1877. XIV—542 p. — Publications de l'Ecole des langues orientales vivantes. T. VI.

Table des matières:

Avant-propos, p. I; Mémoire sur l'ambassade de France en Turquie, p. 1; Introduction, p. 7; 1^{ère} partie, p. 29; 2^{ème} partie, p. 179; Liste des ambassadeurs, ministres et agents politiques des Rois de France à la Porte Ottomane depuis François 1^{er} jusqu'à Louis XVI, p. 179; Jean Frangipani, p. 179; Antoine de Rincon, p. 180; Jean de la Forest, p. 181; Jean de Montluc, p. 181; Marillac, p. 182; César Cantelmo, p. 183; Antoine Polin, baron de la Garde, p. 183; Gabriel d'Aramon, p. 185; Chesneau, p. 187; Codignac, p. 187; La Vigne, p. 188; Pétre mol, p. 190; Du Bourg, p. 191; Grandchamp, p. 192; La Friquerie, p. 193; François de Noailles, évêque d'Acqs, p. 193; Gilles de Noailles, p. 196; Jugé, p. 197; Germigny, baron de Germolles, p. 197; Berthier, p. 199; Jacques Savari, seigneur de Lancosme, p. 199; François Savari, seigneur de Brèves, p. 201; François de Gontaut Biron, baron de Salignac, p. 204; Achille de Harlay Sancy, baron de la Môle, p. 205; Philippe de Harlay, comte de Cézay, p. 207; Henry de Gournay, comte de Marcheville, p. 211; Jean de la Haye, seigneur de Vantelec, p. 215; Jean François Roboly, p. 219; Denis de la Haye, sieur de Vantelec, p. 221;

Murray, H.

An Encyclopaedia of Geography: comprising a complete Description of the Earth, Physical, Statistical, Civil, and Political; . . . By . . . Longman, 1834. XII — 1567 p. Ill. and Maps.

p. 829—850: Turkey in Europe.

p. 843 — 844: Productive Industry.

(p. 843) 3555. Agriculture, in European Turkey, is depressed at once by arbitrary exactions, and by the devastation consequent on frequent wars in many of the finest provinces; yet its productions are valuable. The grain, which grows in the plains of Roumelia, Bulgaria, and on the banks of the Danube, is considered the finest in the empire. From the same plains a great quantity of excellent butter and bad cheese is obtained, the latter being made of skimmed milk. The steep sides and deep valleys of Haemus and Rhodope are covered with vast flocks of sheep, affording the most delicate mitton, but a coarse kind of wool, which, however, from its plenty, forms a large article of export. Buffaloes are chiefly employed in agriculture; and though their flesh is unpalatable their skins, being thick and strong are of considerable value. Hare skins, also, are so abundant as to form an article of importance in commerce. Bees innumerable are reared, and yield a profusion of honey and wax. A fine white silk is produced in Bulgaria and the plain of Adrianople, but not equal to that of Bursa. Cotton flourishes in the plains south of Haemus, though nowhere so copiously as in Macedonia and Thessaly.

3556. Manufactures are still in a less flourishing state; yet the very fine one of Turkey leather has been carried to the lightest perfection at Gallipoli, and some other places along the Dardanelles, as well as in several cities of Asia Minor. Olivier vainly enquired into the secret of its preparation, which is still hid from Europeans; he could not even ascertain whether it lay in the excellence of the leather, or in the mode of dressing and dyeing, Adrianople fabricates a fine cotton thread, similar to that of Larissa, by which it now surpassed. Mr. Thornton praises the printed muslins of Constantinople. Turkey carpets belong to Asia Minor, where manufacturing industry is generally more advanced than in European Turkey.

3557. The commerce of this part of the empire, excluding Greece, is almost confined to Constantinople. Perhaps no city was ever better situated for trade, either by land or sea; but the proud indolence of the Turks, altogether averse from such occupation, reduced it to a secondary rank; it is therefore confined to the tributary races, and to Frank merchants at Constantinople, acting under great difficulty and restraint. From Constantinople would be exported a good deal of grain, were it not for the impolitic prohibition, which does not however prevent a considerable contraband trade. Other production of European and Asiatic Turkey, wool, buffalo hides, skins, goats' hair, Turkey leather, wax, drugs, silk, cotton and copper, find their chief vent through the capital. The pride of the Orientals, and their peculiar habits, render them little dependent on imports from the West. Nevertheless, the European merchants contrive to introduce some cottons and sugar also coffee from the West Indies, under the disguise of Mocha, together with glass, porcelain, and other brilliant fabrics for the ornament of the haram. From the Black Sea and the Caspian are brought slaves in great numbers, also a vast quantity of salt-fish and caviare, which are required for the Greek fasts. Before the revolutionary war, the intercourse with the West was chiefly maintained by Marseilles and Leghorn; but when their flags could not appear on the Mediterranean, the mercantile marine of the Greeks carried on all the traffic of the Levant. In the present state of confusion, it is difficult to say either what are, or what are likely to be, the channels of this commerce.

3558. The roads, as usual in absolute monarchies, are supported by the government, the (p. 844) pachas having assignments upon the national domains for that purpose. The grand military routes are thus maintained in tolerable order; but the by-paths are greatly neglected. We are not aware that canals have ever entered into the plans of Turkish improvement.

Walsh, R.

A Residence at Constantinople, during a period including the Commencement, Progress, and Termination of the Greek and Turkish Revolutions, by . . . London, Frederick Westley and A. H. Davis, 1836, 2 vol. XV—412 p.; VIII — 542 p. Ill. with 1 map.

Vol. II. p. 264—289: Chap. X. Return to Constantinople. Political Changes. Russian War. Extinction of Janissaries. Of Levant Company. Turkish Reforms. Expulsion of Dogs. Toler-
ation of Pigs. Use of Wine. Military Parades. Newspapers. Sultan's Clemency. Emancipa-
tion of Slaves. Liberality to Sciotes. Indulgence to Greeks.

Vol. II. (p. 266) The last event was the extinction of the Levant Company, who had hitherto held such a distinguished rank among the merchants of the world. Till the reign of Elizabeth the English were supplied with the produce of the East through the medium of the Venetians, then at the height of their commercial prosperity. They sent an annual vessel, called *Argosie*, so named from Ragusa, the port in the Gulf of Venice from whence they were first dispatched, to Southampton, in Hampshire, the appointed depôt for Oriental merchandise. One of them was lost on the Goodwin Sands, with all her crew and cargo, and the Venetians were deterred from sending another. This event was recent and of much importance to the English in the time of Shakespeare, and he has alluded to it in one of his plays¹. From that time the English themselves established a commercial intercourse with the East and Elizabeth formed a treaty with the Grand Turk. Her letter on the subject is given in Hackluyt. It is written in Latin, which she seems to have „brushed up“ for the occasion. The more to ingratiate herself with the Mahomedan, she alludes to the Reformation (p. 267) in England, and professes herself the invincible and most powerful, opponent of idolatry². The first English Ambassador was Mr. Harebone, and the first treaty was a leave to trade for five years. On this occasion certain capitulations, as they are called, were entered into, which now form the basis of our intercourse with the Turks³. The Levant Company, formed on this commencement, became the most valuable body of merchants perhaps in the world. They consisted at one time of eight hundred members. They had a fleet of twenty-four large vessels, carrying thirty guns each, trading in the different ports of the Turkist dominions. They appointed and paid the ambassador, secretaries, chaplains, physicians and consuls, not only in the capital, but in the principal ports of the Turkish empire in Asia and Africa, with dragomans, janissaries, and all the exterior appendages of such establishments, amounting to 15 000 l. per annum. But the march of mind was against their existence. The inutility and worse than useless effects of trading companies was a subject that had long exercised the pens of intelligent men. So early as the year 1669, Sir Josiah Child had exposed their injurious tendency, and his opinions were adopted and followed up by others. In 1803 an important change took place in the Levant Company. Government assumed to themselves the appointment and payment of the ambassador, and his Majesty's representative was no longer the creature of a trading company. In 1821 a further change took place. Turkey became the great theatre of political contest, and the whole establishment of consuls and dragomans was taken from (p. 268) them, and placed in the appointment and control of Government alone. It was finally determined to abolish the exclusive monopolies of the Company altogether; and curtailed as they were their most important privileges and patronage, little was them to regret. On the 11th of February, 1825, a special general court was held to take into consideration a letter of Mr. Canning on the subject, and the society quietly dissolved by surrendering its charter, having existed as a body for two hundred and forty-four years. On the year of their dissolution they had exported produce from England to the amount of nearly seventeen millions, and had imported silks, opium, and other Oriental produce to the amount of twenty thousand tons, and they generously handed over to Government the sum of 70 000 l., a balance remaining in their hands. Lord Elgis was, I believe, the last Ambassador they had appointed, and I was the last chaplain. Their officers not only supported the proper character of their stations, but many of them contributed eminently to promote the cause of humanity, literature, and the fine arts. As a body they were generous and indulgent, and as individuals kind and freindly to all appointed under them. I am glad of an opportunity of adding my testimony of the worth of departed friends — *τό γάρ ἐστὶ γέρας Θανόντων*.

¹ Merchant of Venice, Act II. Scene 1.

² Fidei Christianae contra omnes omnium inter Christianos degentium et Christi nomen falso profitentium idolatrias invectissima et potentissima defensatrix. — Hackluyt, vol. II, p. 157.

³ See Appendix, No VIII.

sient par ce moyen à eux seuls ce grand commerce qui a été la cause de toute leur puissance et de toutes les grandes conquêtes qu'ils ont faites dans toutes les parties du monde.

Sadite Majesté veut que ledit sieur de Nointel, après avoir bien examiné ce point sur les cartes et dans les conférences qu'il aura avec le Grand Vizir sur le renouvellement des capitulations, il lui fasse connaître l'avantage qui reviendrait à l'Egypte et aux autres Etats du Grand Seigneur de rappeler ce commerce par la mer Rouge et la facilité que Sa Majesté aurait de le faire si le Grand Seigneur voulait donner quelques préférences dans le commerce aux Français et les décharger de tout droit pour toutes les marchandises qu'ils transporteraient par cette voie, leur donnant la facilité de faire ce commerce à l'exclusion de tous autres. Et pour lui faire connaître la facilité de cet établissement il pourra lui donner part de la grande et puissante Compagnie que Sa Majesté a formée pour porter le commerce de ses sujets dans les Indes, des établissements qui y sont déjà faits, des forces maritimes au nombre de quinze grands vaisseaux (p. 280) de guerre qui y sont à présent et que Majesté y entretiendra toujours pour protéger ce commerce et de la facilité qui se trouve par l'avantageuse situation de son royaume pour transporter toutes les marchandises qui seront apportées à Alexandrie d'Egypte dans son royaume et de là dans toutes les provinces et Etats de l'Europe. Et cette proposition est fondée sur des raisons si claires et si convaincantes, qu'elle ne peut pas douter que ledit sieur de Nointel ne réussisse à les faire accepter par ledit Grand Vizir.

Et en cas qu'il la goûte et qu'il dise seulement que l'exclusion de toutes les autres nations et la franchise de tous droits ôteraient tous avantages que le Grand Seigneur en pourrait tirer. ledit sieur de Nointel lui pourra faire connaître que l'abondance qui viendra de ce commerce et les grands passages dans toute l'Egypte y attireront une infinité de commodités et de richesses qui viendront indirectement au profit du Grand Seigneur, d'autant que les peuples sont plus en état de payer leurs impositions. Et en cas qu'il insiste et que ledit sieur de Nointel ne puisse lui faire goûter la grandeur de cette proposition sans y faire trouver quelque avantage au Grand Seigneur, après qu'il aura employé toutes les raisons qu'il pourra facilement tirer de cette matière, Sa Majesté lui permet d'accorder un pour cent de toutes les marchandises qui passeront par cette voie, à condition que le Grand Seigneur donne l'exclusion à toutes les autres nations et qu'il pourvoie aussi à sûreté des chemins depuis Suez jusqu'à Alexandrie.

Rosedale, H. G.

Queen Elizabeth and the Levant Company. A Diplomatic and Literary Episode of the Establishment of our Trade with Turkey. Edited with Twenty-six Fac-simile Illustrations of Manuscripts and other Interesting Plates, from Manuscripts in His Majesty's Public Record Office, the Manuscript Department of the British Museum, and the Archives of Venice, etc. By. . . London, H. Frowde, 1904. XII—89 (91) p.

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(p. 1) The history of the relations between England and Turkey is a subject full of interest; but so far as I have been able to investigate, the period from 1579 to the end of the reign of Queen Elizabeth, is by far the most entertaining.

I should have liked to trace the history of the various political and commercial enterprises which enabled Sir William Harborne, the pioneer of our Turkey trade, to effect such great things for this country's welfare in so short a time; but, to have attempted to do so, would have involved the necessity of raising larger issues and making a wider departure from our present subject than is possible in this volume.

At a time like the present, however, when memories connected with the accession of a new Sovereign are still fresh in our minds, there cannot fail to be some interest felt in a literary fragment, dealing with the official recognition by his nation of another monarch, intimately associated with the history of England more than 300 years ago. The consideration (p. 2) of such a document written in 1595 and forwarded to England by our Ambassador at Constantinople, is the theme I propose to bring before my readers.

Passing over the whole of Sir William Harborne's life (our first ambassador to Turkey-), as well as over the greater part of that of Sir Edward Barton, his successor, I shall begin my narrative in the year 1594, shortly before the death of Sultan Murad III and the accession of his son Mehemet III to the throne of Turkey.

(p. 41) In the year 1595 our trade with Turkey had only been in existence about 15 years. Sir Edward Barton was (p. 42) the second ambassador from England to the Turkish Empire and his position was an extremely difficult one. It involved the necessity for the greatest tact and judgement, in order to maintain friendly relations with the Sultan on the one hand and with the Privy Council, represented by Sir Francis Walsingham, on the other, whilst at Constantinople it was necessary for him to protect himself and the English merchants against the intrigues of the French and Venetian Ambassadors, who were very naturally anxious to oust the British competitor for the lucrative trade of the Levant. At home too, he was in constant danger of falling foul of the „Turkey Company“, who paid his salary and who appear to have been more desirous of making large profits and avoiding all possible expenditure, than of securing, for the future, their position with the authorities at the Porte. Between all these rocks and quicksands our representative had to steer his course.

Wasiliewski, W. G.

Kiew's Handel mit Regensburg in alter Zeit. Von. . . <Aus dem Russischen.> <Entnommen der Zeitschrift des Ministeriums für Volksaufklärung Juli 1888. Druck von W. S. Woloschew, St. Petersburg.> — *Verhandlungen des historischen Vereines von Oberpfalz und Regensburg.* 57. Band der gesamten Verhandlungen und 49. Band der neuen Folge. Regensburg, 1905. p. 183—223.

(p. 216) . . . Allerdings gab es für die Ausfuhr aus Griechenland auch einen anderen Weg, der früher sehr bedeutungsvoll war, jetzt aber wenig benützt wurde, nämlich den Weg zu Lande von (p. 217) Konstantinopel an die Donau. Frühere Forscher, welche sich mit der Geschichte des Handels beschäftigt haben, nahmen an, daß bis zum 13. Jahrhundert, d. h. bis zum Zeitraum, da der Handel *Genuas* und *Venedigs* emporblühte, alle Erzeugnisse des Orients (Gewürze etc.) wie auch Luxusgegenstände, aus den byzantinischen Fabriken nach Deutschland auf der Donau importiert wurden; anfangs über *Lorch*, dann über *Regensburg*. Aus dem Donautale gingen die Haupthandelslinien in die Gegenden der *Weser* und *Elbe*, nach *Augsburg* und *Ulm*, den *Main* und *Neckar* hinunter, nach *Frankfurt a/M.* und weiter westlich nach den berühmten Jahrmärkten von *St. Denis*

Spencer, Ed.

Travels in European Turkey, in 1850, through Bosnia, Servia, Bulgaria, Macedonia, Thrace, Albania, and Epirus; with a visit to Greece and the Ionian Isles. And a homeward tour through Hungary and the Slavonian Provinces of Austria on the Lower Danube. By... London, Colburn and Co., 1851. 2 vol. XI—416 p.; XV—484 p. With a Map.

C o n t e n t s :

Vol. II. Route to Adrianople — Plain of Thrace — Tumuli — Description of Adrianople — Great mosque — Observations upon Islamism — Its tendencies — Insalubrity of Adrianople — Sketch of the Great Fair at Usundji — Notices on the fairs of European Turkey — Arrival at Philippopoli — Its inhabitants — Commerce — Armenian nationality — Their characteristics — The Paulinists, a religious sect at Philippopoli, p. 339; Geographical position of Thrace and Macedonia — Considered with respect to their military importance — Sketches of the country and its inhabitants — Tatar-Bazardjik — Turkish misrule — Characteristics of the Osmanli — Social habits of the people — Superstitions — View of the Balkan — Ascent of the Balkan — General aspect of the country — Inhabitants — Industry — Torrents of the Balkan — The Great Isker — Difficulty of fording it — Sagacity and affection of the horse — Anecdote of the horse, p. 357; Arrival at Sophia — Its ancient and modern history — Sketch of the Bulgarian nationality — Public buildings at Sophia — The cholera and the plague — Turkish fatalism and indolence — Journey through the mountains to Ternova — Some account of the capital of the ancient Kralis of Bulgaria — Sketch of the Bulgarian revolution of 1838—1840, p. 371; Political state of European Turkey — Administration — Causes that led to the Bulgarian insurrection of 1850 — Rapacity of Zia Pacha of Widdin — Turkish officials and Greek bishops — The Servians and Bulgarians contrasted — Alliance between the Turkish Government and the dignities of the Oriental Church — Effects of spiritual despotism — Discontent of the Rayahs in European Turkey — How increased by the Hungarian and Polish refugees — Probable destiny of the rule of the Turks in these provinces — Hints and observations, p. 384; Journey to Schoumla — Fortress of Schoumla — Considered as a military position — The town and its inhabitants — Route to Varna — Description of the fortified town of Bulgaria, on the Danube and the Black Sea — The political and commercial importance of Bulgaria — The Balkan and its defiles — Position and future prospects of the Bulgarian nationality — Hints to travellers — Observations upon the navigation of the Danube, p. 396—409.

Vol. II (p. 346) On emerging from a forest, we entered the valley of the Usundji — or, as the Turks call it, Usunschova — so famous for its great fair; here we were overtaken by a violent thunder storm; and although the rain poured in torrents, we found encamped from eighty to a hundred thousand people, some in tents and booths, but by far the greater number lay about in groups, rolled up in their sheep-skins and mantles, seemingly indifferent to the weather.

While galloping towards the village to seek some han or nook to shelter us from the pitiless storm, I was hailed by some person from an extensive booth, who called to me, in the Italian language, to stop. On entering, I was greeted with a hearty welcome from the Austrian Consul, a worthy Venetian. I had also the pleasure of meeting several merchants from Germany, Italy and Switzerland. Here I passed the night, and part of the next day, to enjoy the fun; the scene was amusing, as the people had journeyed hither from nearly every part of Turkey, for the purpose of disposing of their wool, hides, raw cotton, leeches, and other produce (p. 347) of the country, and purchasing in return the manufactures of the West. Hundreds of camels, horses, mules, buffaloes and asses, belonging to the traders and peasants, were to be seen grazing on the vast plain; and every species of wheeled carriage, from the hexamoba of the Tatar, to the araba of the Turk and the Slavonian, drawn up in circles, inside of which the trader, in a small way, retailed his wares to the eager multitude, using the grass instead of a counter. Every approach to the fair was guarded by the Kavas, mounted, and on foot, for the purpose of maintaining order, and perhaps to repel any attempt the Haiduc might make from his mountains. Extensive sheds had been erected in the village by the Government, as warehouses for the merchants, and every house was converted into a han for the reception of strangers.

Previous to my arrival here, I was not aware of the existence of this, the most important fair in these provinces; and I doubt much that it is generally, if at all, known, to our manu-

facturers in England. Besides this great fair, which is held in the autumn, and lasts for several weeks, there are several others in various parts of European Turkey. The most considerable are those at Jannina, in Albania; Strouga, on the lake of Ocrida; Novi-basar, in Upper Moesia; Islivni, in Thrace; at Prelip and Nicopoli, in Macedonia; at Eski-Djouma, in Bulgaria, at Zeitoun and Pharsalia, in Thessaly. These fairs are invariably held after the harvest is finished — during the months of (p. 348) August and September, and last for several weeks, attracting a vast concourse of people from every part of the country. From some negligence on the part of the Consuls of England and France, the existence of these fairs seems to be nearly unknown to the mercantile classes of the countries they represent — the trade being entirely in the hands of German, Swiss and Italian merchants.

(p. 350) Philippopoli, or as the natives call it, Philippi, built on the summit and around the base of an isolated rock, in the midst of a wide and fertile valley, forms a very beautiful and picturesque object in the distance, to which the Maritza that encircles it, with a moat of clear running water, adds all its charms.

The Acropolis, and the old town with its massive walls, the beautifully sculptured marble column forming the gate of entrance, are peculiarly interesting to the traveller from their great antiquity. Here is the residence of the Governor and the barracks for the Nizam. Beneath this is the Tcharchia, or commercial town, with its bazaars and shops, for the display of merchandize; each particular species being confined to its own proper quarter.

Among the forty thousand inhabitants of Philippi, the Greeks and Slavon-Greeks are the most numerous; consequently the Greek idiom is spoken in most of the shops and bazaars of the town; next to these come the Spanish Jews; then the Armenian, who is found everywhere in these provinces, and always engaged in commerce. . . .

(p. 351) As traders, either in buying or selling, the Armenians have not their equal; commerce may be regarded as reduced to a science among this people. We would even recommend our smart shopmen of London to come out here and take a lesson. The Turk wearies you with his taciturnity. The Jew with his endeavours to sell. The Greek with his flattery and desire to please. While the shrewd Armenian, with his calm, patriarchal manners, appears to take but little interest in the sale of his wares, places them before you in the most inviting position, and with a slight salute, laying his hand most gracefully on his breast, names the price. It is more than probable, after making the round of the bazaar, and bargaining with others, you come back to the honest-looking Armenian, and pay a higher price than the article is really worth.

(p. 374) On the fall of the Romans, another Scythian horde from Asia, the followers of the chieftain Bulgar, spread themselves over the Balkan and the rich plains around it, conquered the Illyrians, and from an affinity of language and tradition, amalgamated into one people under the name of Bulgarians, and from barbarians became a civilized, industrious, commercial, and enterprising people, and founded Ternova, which became the capital and residence of their kralis. . . .

(p. 275) Having now disposed of what Bulgaria was, we will return to Sophia, a town which, notwithstanding all that it suffered from a long siege, and the excesses of the Turks on taking possession, arrests the attention of the traveller, who sees in the beauty and magnificence of the churches, and one or two other public buildings, memorials of the wealth, industry, and civilization of the Bulgarians. . . .

(p. 376) The caravanserai or han, partly in ruins, was the most magnificent building ever erected in these provinces, for the reception of the traveller and his merchandize. It was constructed entirely of cut stone, arched throughout, and fire proof. In wandering through its vast stables, warehouses, galleries, and endless private rooms, we have abundant proof of the great commerce of Sophia, in the Middle Ages, when this han alone, the only one that escaped utter destruction, was sufficiently large to accommodate a thousand travellers.

(p. 398) Shoumla is said to contain nearly thirty thousand inhabitants, and as usual in these towns of European Turkey each distinctive race and religion has its proper quarter. In the Grad around the citadel, nestle twenty thousand Mahometans in their wooden huts, protected by its cannon. Here may be seen several mosques with their minarets and domes covered with lead, shining in the sun like burnished silver. The Varosh, the poorest quarter, is exclusively inhabited by the Rayahs, who may be said to amount to six or seven thousand. Adjoining this is the commercial district, where we find collected the rich traders — Armenians, Greeks and Franks; Israelites, Zinzars, and Slavonians, each having their own street and their own temples of worship, and at the same time adhering most strictly to their own language and peculiar costume, as if their very existence depended upon the cut and form of their garments. . . .

(p. 399) Varna, the ancient Odessus, still exhibits melancholy traces of the bombardment of the Russians. As a naval and commercial position, the bay is deep, and of great extent; the anchorage sure, and completely protected against the winds of the north and south — the most

disastrous to shipping in the Black Sea; with one great advantage over its rival, Odessa in South Russia, that navigation is never interrupted during the severest winter.

Varna should be declared a free port, the surest and most expeditious means of elevating a place like this to commercial importabce, with a vast and fruitful territory adjoining, rich in all the raw productions so necessary to the manufacturer and the trader, at the lowest possible rate, and to obtain which he is obliged to resort to the more distant countries of Russia.

In these provinces, the corn of every description cannot be surpassed in weight and nutritious qualities, the wine and fruits are excellent, with oil, tallow, hides, wax, honey, timber, and live stock of every description, all of which might be quadrupled in a few years, if the inhabitants had a market for the sale of the surplus produce of their labour.

The want of a commercial outlet is severely felt by the industrious population of the rich and fertile Bulgaria; in the absence of roads they are obliged to (p. 400) transport the produce of the country on the backs of mules and horses, across steep mountains and rugged defiles, to seek a market in the large towns on the Danube, and those of Thrace and Macedonia, where agriculture is, in a great measure, neglected by the indolent natives, Turks and Greeks. . .

(p. 401) Having already given a slight historical sketch of the Bulgarians, adverted to their first settlements in this part of Europe, and how they gradually subdued province after province, till they gave their laws to the whole of the inhabitants, we will now proceed to point out the various positions this race still occupy, who, if they are not the most warlike, are certainly the (p. 402) most numerous, moral, and industrious, of all the nationalities in European Turkey; and are, therefore, likely at no distant day to exercise considerable political influence over the destinies of the inhabitants of these provinces.

A despotic government may alter the names of districts, even the designation of a people, but their language, customs, manners, and habits remain unchanged. Our readers must not, therefore, imagine that the unimportant district, marked in the map by the Turkish authorities as the kingdom of Bulgaria, comprehends all that properly comes under this denomination.

The large district, through which we travelled on the banks of the Maritza, in Thrace, and which still retains its ancient Bulgarian name, Zagora, with Philippi for its capital, may be regarded as a province of Bulgaria; the same may be said of a large district of Macedonia in the vicinity of Seres, where we find the Bulgarians the dominant race. Then we have the Balkan district with Sophia for its capital, the Danubian province, with Widdin for a capital, Varna with its immense plain, the Dobrouji and finally the banks of the Morava, in Upper Moesia; in short, throughout the whole of that vast district, extending from the frontier of Servia, the Danube, and the Black Sea, to Salonica on the Aegean Sea, and through Thrace to the Gulf of Saros, the Bulgarian language is spoken, and that people constitute the dominant race, comprising altogether a population, according to the statements of well-informed natives and resident Franks, of about four millions and a half.

(p. 403) We can easily account for the wide dissemination of this race in European Turkey. While the Greek, too proud to submit to the extortion and contumely of an Osmanli tyrant, sought a living in commerce; and the equally proud Servian expatriated himself beyond the Danube, and founded a new Servia in Hungary, or ascended the mountains, and became a shepherd and a haiduc; the patient submissive Bulgarians took their place as agriculturists. Thus, while the other nationalities, the indolent Osmanli and the commercial Greeks, the inhabitants of towns and sea-ports, were carried off by plague, pestilence, and malaria; and the ever-turbulent fiery Servian, in his eternal wars with the Mahometans, by the sword; the phlegmatic Bulgarians, ever following the healthful occupation of husbandry, and protected by the lords of the land — the Osmanli, multiplied, and at the same time secured to themselves, by their industry, possession of one of the most fertile districts in Europe, equally important as a commercial position, having the Danube, the Black Sea, and the Aegean, as a boundary, and watered besides by the Maritza, the Morava, and several other rivers, which might be rendered navigable.

Boué, A.

Sur l'Etablissement de bonnes Routes et surtout de Chemins de fer dans la Turquie d'Europe, par. . . Vienne, G. Braumüller, Libraire de la cour, 1852. VI — 52 p.

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donna plus que du papier à 4 mois. Il en résultait que le taux fixe nominal de 110 devenait du 115. Depuis, le change a monté jusqu'à 128, et peut-être plus.

Il se tient, tous les mercredis, bourse à Galata, où les changes, sur les principales places de l'Europe, se règlent librement selon l'offre et la demande. Un directeur enregistre les transactions et délivre des bulletins de change qui font foi.

Dans les principautés danubiennes, la piastre est pareillement l'unité de la monnaie; mais ce n'est qu'une monnaie de convention; car elle n'existe nulle part en réalité. La réduction des monnaies de compte en francs, donne les résultats ci-après indiqués:

piastre = 40 paras ou	fr. 0 37
1 zwanzig (monnaie d'Autriche) = $2^{10/40}$ piastres ou	0 84
1 ducat d'Autriche = $31^{20/40}$ piastres ou environ	11 80
1 ducat hollandais = $31^{20/40}$ piastres ou environ	11 80

Thornbury, W.

Turkish Life and Character. By . . . London, Smith, Elder and Co., 1860, 2 vol. XII—283 p.; 1 f—293 p. — 1 f.

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Collas, B. C.

La Turquie en 1861. Par . . . Paris (Impr. Ch. Jouaust), 1861. VII—399 p.

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Considérations générales; Aperçu historique; Géographie, population, religions; Gouvernement; Justice et organisation religieuse musulmane; Armée, marine; Finances; Propriété; Capitulation et traités; Poids et mesures, monnaies; Commerce général; Produits du sol; Commerce particulier; Agriculture; Industrie; Transports, postes, chemins de fer, phares, télégraphie électrique; Conclusion.

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(p. 52) La population d'Odessa et des villages voisins est évaluée à soixante mille âmes environ. Elle se compose d'indigènes, de Polonais, de colonies d'Allemands et de Bulgares, de Tartares nogai's, d'anciens habitants de la Crimée, de Cosaques, de Grecs, de Juifs et Arméniens sujets du Grand Seigneur, enfin de divers capitalistes et commerçants de la Russie et de l'étranger: aussi parle-t-on à Odessa toutes sortes de langues.

(p. 53) L'empereur Alexandre a pris plusieurs mesures pour hâter les progrès du commerce d'Odessa. Par son ukase du 7 février 1817, il a déclaré franc le port de cette ville, et, par un manifeste du 16 avril même année, il a ordonné quelques dispositions provisoires pour son exécution.

Enfin, en exécution de son ukase du 4—16 juillet 1819, l'ouverture solennelle de ce port a eu lieu le 15—27 août dernier, avec les cérémonies les plus imposantes.

(p. 55) Pour favoriser le commerce de transit par Odessa, ce prince [Alexandre] avait rendu en premier lieu (en 1804) un ukase portant que toutes les marchandises étrangères dont l'importation à Odessa, par mer, est permise, et celles provenant des différentes villes de la Russie, pourraient passer en transit, franches de tout droit, savoir, pour la Moldavie et la Valachie (p. 56), par les douanes de Mohilow et de Doubasar; pour l'Autriche, par Radzivilou; pour la Prusse, par Kezinky.

(p. 69) Le principal commerce d'Odessa consiste dans la quantité considérable de blé provenant du superflu de ses récoltes et de celles de plusieurs provinces russes et des pays de l'ancienne Pologne. Cet excédant est vendu dans les marchés de cette place, et forme le fond des relations suivies et journalières qu'elle entretient avec Cherson, avec tous les ports de la Crimée situés sur la mer Noire et la mer d'Azow, avec Akkerman sur le Niester, avec Galatz et Ismaël sur le Danube, avec les différents ports de l'Asie, tels qu'Anapa, Sinope et Trébisonde; relations toutes susceptibles des plus grands accroissements, celles surtout (p. 70) avec Akkerman et la Bessarabie. Cet excédant forme enfin la base des relations d'Odessa avec Constantinople, et plupart des autres échelles de l'empire Ottoman.

(p. 94) Constantinople tirait de Taganrok, depuis la paix de 1774, presque tout le fer et le caviar qu'elle consommait: à ces deux branches importantes (p. 95) se joignaient quelques importations de ce port russe, en beurre, colle de poisson, toiles, etc.

Turner, W.

Journal of a Tour in the Levant, by . . . London, John Murray, 1820, 3 vol.

Contents:

Vol. I: Voyage to Cadiz, thence to Gibraltar, Sicily, Malta, Milo, and Constantinople. Journal of tour to Zante, Albania, and Greece. Appendix.

Vol. II: Voyage to Rhodes, Cyprus, and Barout. Journey to Mount Lebanon, Sidon, Tyre, Acre, Nazareth, and the Sea of Galilee, through Samaria to Jerusalem, Jaffa, Damietta, Rosseta, Cairo, Suez, Mount Sinai, and return to Alexandria and Cyprus. Appendix.

Vol. III: Voyage from Cyprus to Rhodes, Symi, Cos, and Boudroun. Journey to Mellauso, Yassus, Miletus. Voyage to Patmos, Samos, and Scala Nova. Journey to Ephesus, Smyrna, Brusa, and Constantinople. Journey home through Brusa, Troad, Pergamus, Smyrna, Mitylen, Zante, Trieste, Venice, Milan, and Paris. Addenda.

Vol. I. p. XVII—XXIII: Preliminary remarks on the money, weights and measures of Turkey.

(p. XVII) I think it more advisable to make my readers acquainted at the outset with such particulars as will most frequently require their attention, than to harass them by repeated explanatory notes, inserted successively in the pages.

The following is the Money at present most generally current in Turkey:

Paras; Piastres; Rubiehs; Beshliks; Mahmoudies. 40 paras make 1 piastre; $2\frac{3}{4}$ piastres make 1 rubieh; 5 piastres . . . 1 beshlik; 25 piastres . . . 1 mahmoudie, which is also called a yeermeh beshlik, viz., a piece of 25 piastres.

Large sums are calculated by purses. A purse is 500 piastres, and is an imaginary value.

The para, piastre, and beshlik are of silver, extremely base, particularly the first. The rubieh and mahmoudie are of gold. There is likewise a gold coin called a foondook, and another coined in Egypt, thence called a half-mysseer, but these are not frequently met with.

The value of this money to a foreigner depends of course on the rate of exchange between Turkey and the country on which he draws: of the fluctuation of this value some idia

may be formed from the fact, that when I arrived in Turkey, in 1812, a bill on London procured only 17 piastres² for the pound sterling, for which 30 piastres were given, when (and some little time before) I left it in 1816. In the intermediate years it had varied frequently between these two extremes. Of its intrinsic, compared with its current, value, (p. XIX) can fortunately give a more definite account, having brought home with me several specimens which I procured to be assayed. The following was the result, which gives the exact amount of the depreciation of the Turkish coin:

Gold Coins of Turkey, assayed at the Royal Mint,
January, 1820

	Current Value		Weight		Fineness		Standard		Pure Gold	Sterling Value		
	Piast.	Par.	Dwt.	Grains	Carats.	Grains	Dwt.	Grains	Grains	L.	s.	d
Yeermeh Beshlik or Mahmoudie ³	25	0	3	1 ³ / ₄	B ⁴ 0	3 ¹ / ₂	3	4,68	70,5	0	12	5 ¹ / ₄
Foondook	11	0	2	5	W ⁴ 2	3	1	22,37	42,5	0	7	6 ¹ / ₄
Half Myseer	3	20	0	18 ¹ / ₄	W 5	3 ¹ / ₄	0	13,27	12,16	0	2	2
Rubieh	2	30	0	12 ¹ / ₂	W 2	3 ¹ / ₄	0	10,9	9,9	0	1	0 ¹ / ₄

Silver Coins of Turkey, assayed at the Royal Mint,
January, 1820

	Current Value	Weight		Fineness		Standard		Pure Gold	Sterling Value		
	Paras	Dwt.	Grains	Oz.	Dwt.	Dwt.	Grains	Grains L.	s.	d	
Piece of ten paras	10	0	16 ³ / ₄	W 5	14	8	14	7,5 0	0	1 ¹ / ₂	
Piastre	40	6	6 ¹ / ₂	W 5	14	3	1,2	67,7 0	0	9 ¹ / ₂	
Beshlik	5 piast.	15	16 ¹ / ₂	W 2	5	12	10,4	276 0	3	2 ¹ / ₂	

For these accurate valuations, I am indebted to the kind attention of Mr. Bingley, the King's Assay Master.

(p. XX) Fraudulent advantage is sometimes taken of the extreme depreciation of Turkish money, though, from the low state of the arts in Turkey, not so often as might be expected. Some of my Zantiote friends knew a man of that island, who had speculated largely in the fabrication of Turkish coin, and defended his practices by pleading, perhaps with truth, that his money was intrinsically more valuable than the Sultan's: and when I was at Smyrna preparing to embark for England in December, 1816, a large supply of Turkish money, coined at Marseilles, had been just received by a French merchant. Nor is this a new speculation; for I find in Mignot's History of the Ottoman Empire, that, in 1668, during the reign of Mahomet IV., great commotions were excited at Constantinople, by the abundance of false money introduced into that capital by French and Dutch merchants.

¹ Three aspers make one para, but the asper is now no longer current. I succeeded in obtaining one only during my residence in Turkey. As an imaginary coin, however, it is much used among the Turks, the incomes of the Timars (military Fiefs), the pay of the Janizaries, and all that part of their finances which is connected with ancient institutions, being still computed in aspers.

² Thirty years ago, eight piastres for the pound sterling was the usual exchange on London.

³ The Mahmoudie is a new coin of the present Sultan. It loses in weight, the superiority which it has in fineness over the other Turkish coins.

⁴ B. and W. signify whether the coin be better or worse in fineness than the English standard.

Turkish Weights reduced to English Weights
Avoirdupois

1 oke¹ (which consists of 400 Turkish drachms) (p. XXI) = 2 lbs. 13 oz. English. 5 okes are nearly equal to 14 English lb.

1 Turkish drachm = $\frac{5}{9}$ of an English drachm.

1 metical = $1\frac{1}{2}$ Turkish drachm.

1 rotolo = 176 Turkish drachms, or $1\frac{1}{4}$ lb. English.

1 teffeh = 610 Turkish drachms, or nearly $4\frac{1}{4}$ lb. English.

1 quintal = 100 rotolos, or 44 okes, or 125 lb. English.

Measures

The principal corn-measure is the kilo, which is nearly equal to 1 Winchester bushel and when filled with good wheat, weight 22 okes.

Liquids are commonly measured by the weight of the oke.

1 pic = 27 English inches.

The valuations of Turkish weights and measures were furnished to me by an English merchant at Constantinople, in the printed form which was commonly used in his counting-house. Finding, however, that those which I received from him were extremely inaccurate and even contradictory: I subsequently corrected them by calculation, and (p. XXII) by comparison with the *Universal Cambist*, published by Dr. Kelly, which is considered the best authority on such subjects, and the author of which kindly favoured me with his personal assistance. It is however impossible to fix any general standard of weight or measure in Turkey, where almost every town has a weight and measure peculiar to itself. For instance there are no two cities in Turkey, which have more mercantile connexion than Smyrna and Constantinople; yet in these two places the weight of the quintal differs, being in the former 45, and in the latter 44, okes. Several other differences of the kind, equally striking might be mentioned.

In journeys the Turks compute distance by hours, and hour may be estimated at three English miles, that being nearly the pace of a loaded baggage-horse, to which the traveller must, however impatient, confine his speed, as it would be hazardous for him to lose sight of his baggage. An hour of the Arabs must not be estimated at more than two miles and a half, from the greater slowness of a loaded camel. The Turkish miles at sea are reckoned in the proportion of four Turkish to three English.

(p. XXII). The Turks begin their computation of time from sunset; it is then with them twelve o'clock, and again twelve hours afterwards. They are therefore obliged to alter their clocks and watches frequently, and can never tell at what hour the sun sets.

Walpole, R.

Travels in various countries of the East; being a continuation of *Memoirs relating to European and Asiatic Turkey, etc.* Edited by . . . London, Longman, . . . 1820. XXI—603 — 8 p.

p. 148—162: *Miscellaneous Remarks written at Constantinople, 1802 (from the Papers of Mr. Browne). Government. — Revenue. — Depreciation of the coin. — State of Education. — Notice of various Customs.*

(p. 176—177) Letter from Mr. Browne to the late Smithson Tennant, Esq., dated Tabriz (on the frontiers of Persia), July 16. 1813. — *Prices of Commodities at Smyrna in the Years 1780, 1790, 1800 and 1812, procured by Mr. Browne, at the desire of Mr. Tennant.*

(p. 176) „Aware of the little interest which will attach to my own materials, I have prepared a document which I obtained at Smyrna, and which will enable you to form some idea of prices at that place. You may judge of the difficulty of procuring any exact infor-

¹ The Oke is, on a rough calculation, generally estimated at two pounds and three-quarters English weight, and is therefore so valued throughout my Journal.

Prices of Commodities at Smyrna in the years 1780, 1790, 1800 and 1812

	1780	1790	1800	1812
Beef, per oke, 6 paras		16 paras	28 to 28 paras	36, 40, 44 paras
Mutton, per oke, 8 paras		18 paras	34 paras	42 paras
Butter, per oke, 36 to 40 paras		66 to 70 paras	2 piastres	4 $\frac{1}{2}$ to 4 $\frac{3}{4}$ piastres
Olive-oil, per oke, 36 to 40 paras		16 to 18 paras	36 to 44 paras	60 paras
Wheat of Asia Minor, per kilot, 60 paras		3 $\frac{1}{2}$ to 4 piastres	5 $\frac{1}{2}$ to 6 piastres	14 $\frac{1}{2}$ to 15 piastres
Fine flour, per oke, 4 paras		6 to 8 paras	18 paras	24 to 25 paras
Ordinary flour, per oke, 2 $\frac{2}{3}$ paras		5 paras	16 paras	23 paras
Black grapes for making wine, per quintal, 1 $\frac{1}{4}$ to 1 $\frac{1}{2}$ piastres		3 to 3 $\frac{1}{2}$ piastres	4 $\frac{1}{4}$ to 4 $\frac{1}{2}$ piastres	5 $\frac{1}{2}$ to 6 piastres
Red wine, per oke, 3 paras		6 to 8 paras	14 paras	15 to 16 paras
Six eggs, 1 para		2 for a para	1 para each	3 to 5 paras each
A good fowl, 14 to 15 paras		25 paras	35 to 40 paras	70 to 80 paras
Chickens, 4 to 5 paras each		11 to 12 pa. each	25 to 30 pa. each	40 to 50 pa. each
Smoked tongues from Adrianople, 5 for a piastre		3 for a piastre	1 piastre each	60 to 70 pa. each
Fresh fruit: grapes, 2 paras, figs, 4 paras, apricots, 6 paras per oke		4, 8, 12 paras	6, 12, 15 paras	8, 16, 20 paras
Herbs worth 2 paras were sufficient for a soup for 5 or 6 persons		4 to 5 paras	8 to 10 paras	10 to 12 paras
A salad which cost 1 para, sufficed for 6 persons		4 paras	5 to 6 paras	7 to 8 paras
Egyptian rice, 2 piastres the kilot of 10 okes		4 $\frac{1}{2}$ to 5 piastres	5 $\frac{1}{2}$ to 5 $\frac{3}{4}$ piastres	7 $\frac{1}{2}$ piastres
Fish, from the smallest to the largest, 8 to 14 paras per oke		18 to 36 paras	24 to 50 paras	50 to 80 paras
Hire of a boat for 2 hours, 15 to 20 paras		20 to 40 paras	40 to 60 paras	2 to 2 $\frac{1}{2}$ piastres
A good horse for 2 or 3 hours, 30 to 40 paras		50 to 60 paras	60 to 80 paras	2 $\frac{1}{2}$ to 3 piastres
A labourer, per day, 20 paras		40 to 50 paras	50 to 60 paras	70 to 80 paras
Rent of a fire-proof warehouse 120 to 150 piastres per annum		200 to 250 piast.	350 to 400 piast.	500 to 800 piast.
A dwelling on the Marina, 4 to 500 piastres per annum		1000 to 1500 pi.	2000 piastres	2500 to 3000 piast.
A female servant, 20 to 30 piastres per annum		50 to 60 piastres	100 piastres	120 to 150 piast.
A nurse, per month, 4 piastres		8 to 10 piastres	15 to 16 piastres	18 to 20 piastres
A cook, per annum, 70 to 80 piastres		150 piastres	250 to 300 piast.	350 to 400 piast.
Any other domestic, 40 to 50 piastres		100 piastres	150 piastres	200 piastres

mation, when I tell you that it took me three (p. 177) months to obtain this; and that it was completed only the day before my departure¹.

Berton, J. M.

Les Turcs dans la Balance politique de l'Europe au dix-neuvième siècle, ou Considerations sur l'Usurpation ottomane et sur l'Indépendance de la Grèce, Par . . .; Suivies d'une nouvelle Traduction des Lettres de L a d y M o n t a g u e sur la Turquie, Avec des Notes et une Notice biographique sur l'Auteur anglais, Par M^{me} D u f r è n o y. L'Ouvrage est terminé par un Vocabulaire explicatif des principales dénominations civiles et militaires des Turcs. Paris, Libr. Nationale et Etrangère, 1822. 432 p.

(p. 127) . . . La marine grecque, la marine russe, celle des Etats-Unis, domineront tôt ou tard dans la Méditerranée: la France est appelée au partage des immenses bénéfices qui doivent résulter de cette triple alliance. . . .

(p. 128) On dirait que le ciel a fait choix de l'époque actuelle pour rouvrir au commerce de l'Europe une carrière formée par la barbarie du Moyen Age, et que jadis avait imparfaitement tracée le conquérant macédonien. Jadis en effet l'Europe, par l'entremise de Venise, de Gênes, de Marseille, de Constantinople, alimentait son luxe des productions de l'Orient. Venise, infatigable dans son industrie, continua longtemps à travers les possessions ottomanes, un commerce qui ne s'affaiblit qu'avec sa puissance, et qui survécut aux conquêtes faites par les Portugais dans l'Inde et au Japon. . . . (p. 129). Aujourd'hui l'état moral et politique des Turcs, le réveil des Hellènes, leurs succès incontestables dans la Grèce et dans l'Archipel, ont rendu probable l'exécution future du plan qui ferait l'Alexandrie et l'isthme de Suez la clef de l'Orient. L'affaiblissement des Turcs a assuré l'indépendance des pachas (p. 130) d'Alep, de Damas et d'Egypte. Ce dernier fait germer, autant qu'il est en lui, les semences de civilisation que les Français, dans leur mémorable expédition, ont confiées à la terre des Sésostris et des Ptolomées; on peut donc voir, dans Méhémet-Ali-Pacha, un allié des Grecs régénérés, quoiqu'il ait, à ce qu'on assure, fourni aux Turcs un petit nombre de vaisseaux, comme un dernier hommage à la suzeraineté de la Porte. Et bien! Dans quelques années, Méhémet-Ali, ou ses successeurs peuvent ouvrir à l'Europe, le golfe arabique, et lui épargner une navigation immense par son étendue, effrayante par ses dangers, exclusive à peu près pour l'Angleterre, presque nulle pour la France, attendu l'état de dépérissement dans lequel l'île Bourbon, Chandernagor et Pondichéry nous ont été rendus par le traité de 1814.

Les puissances les plus intéressés à cette révolution commerciale, sont la France, l'Autriche l'Italie, l'Espagne, en un mot, toutes les puissances qui ont des ports dans la Méditerranée, auxquelles il faut joindre les Etats de la Confédération du Rhin limitrophes du Danube (p. 131), tels que le Wurtemberg et la Bavière. Un canal de jonction du Rhin au Danube, si souvent projeté, mais dont la construction a été, jusqu'à ce moment, suspendue par les guerres du continent, ce canal, disons-nous, ferait participer à cette nouvelle alliance les provinces rhénanes de la Prusse, la Belgique et la Hollande; la Pologne elle-même y participerait par les avantages qu'elle retirerait de la navigation du Pruth et du Dniester. La navigation de la mer Noire a des dangers en hiver. Mais un canal de jonction de la Morava, qui a son embouchure dans le Danube, au Drino, qui a le sien dans l'Adriatique, les autres canaux qu'un gouvernement industriel établirait en Turquie, entre les rivières qui ont leur confluent dans le Danube, et celles qui versent dans l'Archipel le tribut de leurs ondes, seraient autant de veines destinées à faire couler la richesse, et la vie dans le centre de l'Europe.

¹ For the information of the reader, a copy of the document here alluded to is inserted. It was procured by Mr. B. at the desire of Mr. Tennant, who to his other acquirements added a considerable knowledge of political economy. He had found reason to believe that the rise of prices, so remarkable in Europe during the last fifty years, was universal throughout the world; and that it was probably occasioned by a general and permanent cause, namely, a gradual and continued increase in the quantity of the precious metals; the fact of such an increase appearing very probable, as he thought, from other circumstances.

(p. 307) *Widdin* (Vidin), Hauptstadt des gleichnamigen Sandschaks an der Donau, eine der stärksten Festungen der europäischen Türkei, Sitz eines griechischen Bischofs, und wie alle türkischen Städte in Europa, mit einem großen Schlosse, das für sich selbst eine Festung ausmacht, mehreren Moscheen, vielen griechischen Kirchen und 25 000 Einwohnern, die sich von Handwerken, Handel, Krämerei und Fischerei nähren. In der Donau, unter den Kano- (p. 308) nen der Festung, liegt eine befestigte Insel, Kalefat, und über die Donau ist hier eine Hauptüberfuhr.

Walsh, R.

Narative of a Journey from Constantinople to England. By . . . London, Frederick Westley and A. H. Davis, 1828. IV — 415 p. 111. With 2 maps.

(p. 132) In the evening, after the moon had risen, we arrived at Doolath Haghe, another village inhabited entirely by Bulgarians, and here we proposed to pass the night.

(p. 134) . . . ; and the boba, or good woman of the house, sent us in a comfortable supper without the necessity of flogging her husband. Our charge for all was as follows: — wine, raki, and meat, sixty paras; lodging, horses, etc. one hundred; making, for board and entertainment of three persons and four horses, four piastres, or about two and eight pence!

(p. 161) Shumla is a very large and populous town, containing about sixty thousand inhabitants. It is divided into two parts, the Turkish and Christian. The Turkish is the upper part. It is filled with mosques, whose domes and minarets are covered with burnished tin plates, which glitter in the sun with dazzling splendour; so that when the sun shone bright I could not look at the town. Here is, besides, an extraordinary novelty in a Turkish town — a large town clock; it tells the hours by a bell which is heard all over the city, and regulates the time of the inhabitants, instead of the muezzims crying the hour from the minarets.

(p. 162) It is here the most celebrated tinmen and braziers of the Turkish empire reside, who supply Constantinople with their manufacture, and cover their own mosques with tin and copper, which look so glittering.

(p. 170) The great body of them (Bulgarians) is altogether pastoral, and live in small hamlets, forming clusters of houses, which have neither the regularity, nor deserve the name, of towns. They have a few, however, where they are engaged in commerce, and carry on manufactures. The town of Selymnia, on the south side of the Balkan, contains nearly 20 000 inhabitants, the large majority of whom are Bulgarians. Here they fabricate, to a great extent, several manufactured articles, which are famous in Turkey; one is a coarse woollen cloth, and another, rifle gunbarrels, which are held in high esteem. But that which is most congenial to their rural habits, is the preparation of the essentia oil, called otto, or attar of roses. A large district, in the neighbourhood of Selymnia, is laid out in gardens for this purpose; and the abundance of rose-trees adds another feature to this beautiful country. A great part of the produce (p. 171) is brought to England; and we are indebted to these simple peasants for the most exquisite and elegant perfume in nature.

Of all the peasantry I have ever met with, the Bulgarians seem the most simple, kind, and affectionate; forming a striking contrast with the rude and brutal Turks, who are mixed among them, but distinguished by the strongest traits of character.

(p. 176) We descended a steep bank, and entered the town of Rutschuk by a handsome gate, emblazoned with coats of arms and stained stone. On either side ran the wall, which extended down to the river, with a fosse in front; but it seemed very incapable of any defence, notwithstanding that it opposed a barrier to the Russians, which they found it very difficult to overcome. After passing a market full of cattle and Indian corn, we came to a gate and paling of stakes, which forms a second defence to the town, and apparently as inefficient as the first.

(p. 178) The town of Rutschûk is a very considerable place, containing, it is said, eighteen or twenty thousand houses, which are very conspicuous at a distance, from their tall white chimneys. It stands on the steep bank of the Danube, and the streets generally have a sudden descent to the river. It is surrounded on three sides by walls in the manner of Turkish fortifications, but it is partly open to the river. About seven thousand of the houses are inhabited by Greeks, Jews, and Armenians, who carry on an active trade with Wallachia.

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